JAPAN

Freight Steamers.

LADIES'

Hongkong, 23rd October, 1906.

Hangkong, toth November, 1904

perishable goods.

Hongkong, 22nd June, 1905.

Hongkeng, 28th April, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY

LTD, have now 40,000 Cubic feet of

"NIKKO CO. 📜

Wholesale and Retail Dealers,

in all kinds of

At Moderate Prices.

Orders Promptly Executed.

🕆 o. 5, Arsenal Street.

Hongkong.

WM. PARLANE,

Manager.

Entimations.

(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, R.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidkuru, Kure, Shimonosoki, Moji, Wakamaten, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Talpeh, &c.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Rallways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

MADAME FLINT, Manageress.

JUST RECEIVED AN ENTIRE NEW STOCK

EXCEPTIONALLY LOW PRICES BECAUSE OF FAVOURABLE EXCHANGE.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-

Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others

of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

perience in TATTOOING is a guarantee of good work and prompt execution. My

EXCLUSIVE DESIGNS FROM PARIS.

CHILDREN'S COSTUMES and COATS

IN NAVY, CREAM AND CARDINAL SERGE.

BEST LONDON MAKE.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; at

SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,

CITY OF PARIS,

COSTUMES & MILLINERY

Telegraphic Address: "MITSUI" (A.B.C. and A.1. Codes), it is at

COALS.

S. TANAKA, Manager, Hongkong,

### Banks.

OKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880. CAPITAL PAID-UP ....... CAPITAL UNCALLED...... 

THE .

Hend Office: YOKOHAMA.

Branches and Agencles. HONOLULU. TJKIO. SHANGHAL NAGASAKI. NEWCHWANG. LYONS. MUKDEN. SAN FRANCISCO. PORT ARTHUR. BOMBAY. CHEFOU. TIENTSIN. DALNY. PEKING. TIE-LING. KOBE.

NEW YORK. LONDON BANKERS: T'. E LONDON JOINT STOCK BANK, LD. PARKS' BANK, LD. THE UNION OF LONDON AND

LONDON.

SMITHS BANK, LD. H INGKONG BRANCH :- INTEREST ALLOWED. On Current Account at the rate of 2 per cent, per Janum on the Daily Balance. On fixed deposits for 12 months at 5 per cent

TAKEO TAKAMICHI, Manager. Hangkong, 22nd September, 1906.

OSAKA.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent. 3 11 11 2k 11 T. P. COCHRANE

Mahager.

Hongkong, 16th May, 1906. INTERNATIONAL BANKING, CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED.......GOLD \$10,000,000 CAPITAL PAID UP ......GOLD \$ 3,250,000 

HEAD OFFICE: . NEW YORK. LONDON OFFICE:

THREADNEEDLE HOUSE, E.C. LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED. THE CAPITAL AND COUNTIES BANK, LTD BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:-For 12 months 41 per cent, per annum.

> No. 9, Queen's Road Central, Hongkong. H. PINCKNEY,

Hongkong, 17th October, 1966. NEDERLANDSCHE HANDEL. MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824. PAID-UP CAPITAL F1. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£ 417,000). Reserve Fund ......Fl. 1,628,850.19 (£135,737). Head Office-AMSTERDAM.

Head Agency—BATAVIA. BRANCHES: Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo. Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, Ban Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description. INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

Fixed Deposits 12 months 41% per annum. L. ENGEL,

Agent. Hongkong, 28th February, 1906.

## DENTAL SURGEON.

DE PERINDORGE DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS. HOTEL MANSIONS, Pedder Street, Hongkong, 1st June, 1906.

HONGKONG AND SHANGHAI BANKING CORPORATION.

CKSKRVE FUND.—' Sterling Reserve..... \$10,000,000 } \$20,250,000 Silver Reserve ..... \$10,250,000 } RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS: A. HAUPT, Esq., Chairman. G. H. Medhurst, Esq., Deputy Chairman. [ A. J. Raymond, Esq. G. Balloch, Esq. R. Shewan, Esq. E. Goetz, Esq. don, Mr. W. J. Gresson N. A. Siebs, Esq. C. R. Lenzmann, Esq. H. E. Tomkins, Esq. D. M. Nissim, Esq.

ACTING CHIEF MANAGER: Hongkong-H: E. R. HUNTER. ACTING MANAGER: Shanghai-W. ADAMS ORAM. LÓNDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance. ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. H. E. R. HUNTER, Acting Chief Manager.

Hongkong, 17th September, 1906. HONGKONG SAVINGS BANK.

"HE Businessoftheabove Bank is conducted L by the HONGKONG AND SHANGHAI ANKING CORPORATION. Rules may be obtained on application. NTEREST on deposits is allowed at 3 PER

CENT. per annum. 🝀 Depositors may transfer at their option SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai BANKING CORPORATION, . H. E. R. HUNTER.

Acting Chief Manager. Hongkong, 30th May, 1906. TEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000 HEAD OFFICE-SHANGHAL.

BOARD OF DIRECTORS: BERLIN. BRANCHES: Hamburg Hankow Calcutta Singapore Tientsin Peking Yokohama Tsingtan

·· Tsinanfu

FOUNDED BY THE FOLLOWING BANKS AND Bankers: Koenigliche Seehandlung (Preussis-) che Stantsbank) Direction der Disconto-Gesellschaft Deutsche Bank Berlin. S. Bleichroeder Berliner Handels-Gesellschaft Bank fuer Handel und Industrie

Robert Warschauer & Co. Mendelssohn & Co. M. A. von Rothschild & Soehne? Frankfurt Jacob S. H. Stern Norddeutsche Bank in Hamburg, Hamburg: Sal. Oppenheim r. & Co., Koeln. Bayerische Hypotheken und Wechselbank,

LONDON BANKERS: Messrs, N. M. ROTHSCHILD & SONS. THE UNION OF LONDON AND SMITH'S BANK,

DEUTSCHE BANK (BERLIN), LONDON AGENCY. DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted. HUGO SUTER,

Hongkong, 9th October, 1906. NEDERLANDSCH-INDISCHE

HANDELS BANK. (NETHERLANDS INDIA COMMERCIAL BANK.) ESTABLISHED 1863.

Authorized Capital. Fl. 15,000,000 (£1,250,000). Subscribed Capital, Fl. 10,000,000 (Paid-up).

Head Office: -AMSTERDAM. Sub-Office :- THE HAGUE. Head Agency :- BATAVIA. BRANCHES: At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Welte-

vreden. Tegal, Pecalongan, Pasoeroean, Tjilatjap, Correspondents:—At Cheribon, Tegal, Peca-Padang, Medan (Deli), Palembang, Kotalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcuita, Bom-

bay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c. BANKERS: The Williams Deacons Bank, Ltd. London: { Swiss Bankverein.

Paris: - Comptoir National d'Escompte de Paris. Berlin: - Deutsche Bank. Brussels :- Banque de Paris et des Pays Bas. Vienna: - Union Bank. Rome :- Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts' every description of Banking and Exchange business.

INTEREST ALLOWED," On Current Account at the rate of 2 % per annum on the daily balances, which was On Fixed Deposits: 12 months 4 % per annum.

16, Des Voux Road Central;

|. BOETJE, ' ' '

## Insurance.

NORTH CERMAN FIRE INSUR-ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above I Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

. SIEMSSEN & Co. Hongkong s8th May, 1895,

## Mails.

## ORIENTAL

STEAM. NAVIGATION COMPANY.

STEAMERS NO JIAR OI REMARKS. LONDON and ANTWERP via SINGAPORE, PENANG, (NILE ...... About 7th ? Freight and COLOMBO, PORT SAID and ( Capt. E. P. Martin, R.N.R.) November | Passage. MARSEILLES ..... and KOBE ...... { Capt. B. W. H. Snow...... November } Passage. 

For Further Particulars, apply to

E A. HEWETT, Superintendent. Hongkong, 6th November, 1906.

## Intimations.

## CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF



HOCKEY and ORICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD Hongkong, 4th October, 1906.



## 10 PER CENT. DISCOUNT.

XIE beg to announce that, in consequence of the further rise in exchange, our prices will, from the 1st November until further notice, be subject to a discount of TEN PER CENT. (10 per cent.), instead of the Five per cent. (5 per cent.) hitherto given.

CALDBECK MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 115, QUEEN'S ROAD CENTRAL

Hongkone, and November, 1006

THE PUBLIC HEALTH AND BUILD. INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:--

1. Whether the administration of the Sanitary and Building Regulations enacted by . the Public Health and Buildings Ordinance, 1903, as now carried out is satisfac-

tory, and, if not, what improvements can be made. 2. Whether any irregularity or corruption exists or has existed among the officials

charged with the administration of the aforesaid Regulation. The Commission carnestly invite the inabitants of Hongkong and Kowloon to THE Dressmaking and Millinery Establishco-operate with them by forwarding any com-

plaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned. Any person examined as a witness in the enquiry aforesaid who in the opinion of the

Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the ings which may be instituted against such witness in respect of any matter touching which he has been examined. By Order,

> W. BOWEN-ROWLANDS, Secretary.

Hongkong, 6th July, 1906.

NOTICE

IT is hereby notified that FIELD FIRING will be carried out in the vicinity of Cus-

toms Pass and Sleepers Knoll, on the 5th, 6th, 7th and 8th instant, T. SERCOMBE SMITH,

Colonial Secretary. Hangkong, 5th November, 1006. 1 [1070.

BANK HOLIDAY.

TN accordance with Government Notification No. 912 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY, the 9th November, the Anniversary of the Birthday of His Most Gracious Majesty King EDWARD VII. Hongkong, 5th November, 1906.

NOTICE.

ment of MADAM JAY'S has been REMOVED to No. 14, DES VŒUX ROAD. MADAM JAY'S are just opening PARIS MODEL HATS.

Hongkong, 5th November, 1906. [1067 CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per witness against any civil or criminal proceed. A. Share free of tax for account of year ending 18th February, 1906, has been declared by the Directors of the above Company. COUPON No. 7 is payable on 2nd November at the Chartered Bank of India, Australia and Chins, and the Russo-Chinese Bank at Tientsin

and Shanghai, SHEWAN, TOMES & Co., Agents.

Hongkong, 11st October, 1906,

## A. CHAZALON & CO.

JUST UNPACKED.

COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. NCHOVY IN OIL (Boneless). daily, Sunday excepted, to receive and deliver STUFFED OLIVES. SARDINES (Boncless). Do. AU CITRON. FISH PASTE FOR SANDWITCH. Puree de Foie Gras Do.

Other Pic-nic size tips of PRESERVES. FRENCH BISCUITS. APANESE FINE ART CURIOS, TEA HUNTLEY & PALMER'S -BISCUITS and

CROSSE and BLACKWELL'S SAUSAGES STREAKY BACON, BATH CHOPS, &c.

GERMAN SAUSAGES, ASPARAGUS, and other VEORTABLES. [510]. Hongkong, 21st July, 1906.

## Wotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights:

H. HAYNES, Manager. 25

VICTORIA HOTEL,

Hongkong, 15th March, 1906.

SHAMEEN, CANTON,

HOTEL. MACAO MACAO, CHINA,

On the British Concession. IN THE CENTRE OF THE PRAIA GRANDE.

HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wu FARMER, Conprietted

## CRAIGIEBURN

PLUNKET'S GAP, the PRAK, near the TRAM TERMINUS. Tel. 56. For Terms, &c., apply to the-

Hongkong, and July, 1900

OCCIDENTAL

## HOTEL. EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC 'FA'NS

TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON. Hongroug, 19th May, 1904,

## KING EDWARD HOTEL.

MANAGER.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS. PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout. ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables. For Terms, &c., apply to the-

MANAGER! Hongkong, 4th December, 1905.

## Shipping—Steamers.

## HUNGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

OINT SERVICE OF THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

		HONGKONG	ANTON LI	NE.
S. <b>S.</b>	"POWAN,"		Captain	W. A. Valentine.

J. J. Lossius. Departures from Hongkong to CARTON daily at 8 A.M. (Sunday excepted), 9 P.M. ' (Saturday excepted).

Departures from Canton to Hongkone daily at 8 a.m. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STRAMBOAT CO., LTD. HONGKONG-MACAO LINE.

Departures from Hongkong to Macao on week days at 2 P.M. Sunday-Special-Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Departures from Macao to Hongkong on week days at 7,30 A.M. On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express),

#### CANTON-MACAO LINE,

'S.S. "LUNGSHAN," ......219 tons..........Captain T. Hamlin, Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M. Departures from Canton to Macao on Incsday, Thursday and Saturday, at 7.30 A M.

JOINT SERVICE OF THE H K., C. AND MACAO STEAMBOAT CO., LTD. HE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CONPANY, LTD. ..

### CANTO NAVUCHOW LINE.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wichow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels in the Superior Cabin Accommodation and are lighted toroughout by electricity.

Further particulars may be obtained at the Office of the-

Hongkoug, 5th November, 1906.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., · Hotel Mansions, (First Floor) opposite the Hongkong Hotel, Or of EUTTERFIELD & SWIRE, " . "

Agents, CHINA NAVIGATION CO., LTD.

# CHINA-JAPAN REGITTA-

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
ТЈІМАНІ	JAVA	Second half	JAPAN	Second half
TJILIWONG.	Japan	November Second half November	JAVA PORTS	November Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading. For Particulars of Freight and Passage, amply to

THE HEAD AGENCY

OF THE JAVA CHINA JAPAN LIJN

Telephone No. 375, YORK BUILDINGS, 1st Floor.

Hongkong, 19th October, 1906

## WEST RIVER BRITISH STEAMSHIP

HONGKONG-WUCHOW LINE.

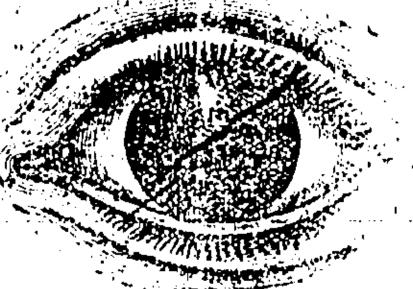
"" S.S. "LINTAN," and S.S, "SAN-UI." SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

. For further information, apply to-

BUTTERFIELD & SWIRE, ACENTS, WEST RIVER BRITISH S.S. CO. Hongkong.

Hongkong, 6th October, 1906

EYES



RIGHT!

N. LAZARUS. OPHTHALMIC OPTICIAN. 8, PEDDER STREET. HONGRONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements Ask, or write, for Illustrated Booklet on "Defective Sight"-free. LONDON CALCUTTA, SH'NGHAL si, John Street, Bedford Row, W.C. 566, Nanking Road,

59. Bentinck Street.

## **Mentistry**.

Dr. M. H. CHAUN, THE LATEST METHOD

Hongkong, 27th November, 1905.

AMERICAN SYSTEM OF DENTISTRY 17, DES VOIUX ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkens rand Inly, 1001

TBIN TING. LATEST METHODS OF DENTISTRY, STUDIO AT NO. 14, D'AQUILAR STREET,

REASONABI E. PERS.

Consultation Free. Hangkong, 20th July, 1904.

Maus.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STRAM FOR

DINGAPORE; PENANG, COLOMBO, ADEN, BURZ, PORT SAID, NAPLES, GINOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALT: MORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and BOUTHAMPTON to land Passengers and Luggage.

N.B .- Cargo can be taken on through Bills of Lading for the principal places in Russia, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMBRS.. SAILING DATES. ..WEDNESDAY, 21st November, BUELOW ...... Sth December. PRINZ EITEL FRIEDRICH .......................WEDNESDAY, 2nd January, 1907. SEYDLITZ ......WEDNESDAY, 16th January. GNEISENAU .......WEDNESDAY, 13th February. PREUSSEN ......WEDNESDAY, 27th February,

N WEDNESDAY, the 7th day of November, 1906, at Noon, the Stenniship PRINZESS ALICE, Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and (ARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 5th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th November, and Parcel. will be received at the Agency's Office until Noon, on TUESDAY, the 6th November. Contents of Packages are required. No Parcel Receipts will be signed for less than the and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board. Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG: and Class 3rd Class TO NAPLES, GENOA & GIBRALTAR ... Lon. o. Return TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ..... 24. O. O. 36. o. o. \* TO NEW YORK VIA SUEZ: VIA NAPLES, GENOA OR GIBRALTAR ... 16. O. O. Return ..... 47. 0. 0. VIA BREMEN OR SOUTHAMPTON ... ... 123. 0. 0.

\* In the event of the passenger leaving the viail Steamer at Naples, Genoa or Gibraltar and ravelling to Bremen or Southampton overland THE SAME RATES TO HE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE, TO CALCUTT i instead of an Imperial Mail steamer from Singapore to Colombo, The cost of the journey from Calcutta to Colombo by rail or steamer is however not included,

#### Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N, D. L. Mediterranean Stonmers from Alexandria to Naples or Marscilles'instead of using an Imperial Mail Steamer. from Port Said.

### JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

#### PROPOSED SAILINGS FROM HONGKONG (Subject to alteration)

		(analest to stratat	ion),
١.	STEAMERS.	Tons,	SAILING DATES.
, ]	WILLEHAD	4.763	TITEDAY sach Mossamhan
Ì	PRINZ SIGISMUND		TUESDAY, 13th December.
1	SANDAKAN	1 700	TUESDAY, 8th January.
		**************************	
	•		•

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship WILLEHAD, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be rashed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

· <u>·                                   </u>	, .	1st Class	and Class	3rd Class	1st Class	2nd Cla
TO MANILA	************	<b>. \$</b> 50.00	\$30.00	\$20,00 Return	\$80.00	\$50.00
TO NEW CO	INEA.,,,,	. ₹28.—	£18.10	£14.00 Return	1 42.00	£27.15
TO BRISBAN	E	£30.—	£20.—	£14 Return	£51	£36.—
, TO SYDNEY	******	£33.~	£23	£15 Return	1.50.10	£41.10
TO MELBOU	RNE	£34.10	£24.10	£16 Return	£62.5	FAALE
TO YOKOHA	.MA	<b>, \$</b> 80.00	\$60.00	\$40.00 Return	າ \$170.00∗	\$1.20
TO KOBE	************	\$01.00	\$70.00	\$50.00 Return	\$170.00	\$120
TO YOKOHA	MA & back from HONGKONG	4	,		. 41/0.00	· • • • • • • • • • • • • • • • • • • •

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ..... TO EURUPE VIA AUSTRALIA AND AMERICA..... From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via san Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

#### EUROPEAN &\_AUSTRALIAN SERVICE. STEAMERS ABOUT 4

SHANGHAI, NAGASAKI, BUELOW ..... WEDNESDAY, 7th Nov. SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD...WEDNESDAY, 21st Nov. ......PRINZ SIGISHUND .......WEDNESDAY, 21st Nov. \* Reaching Yokohama in less than 6 days,

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG. VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S Co., T. K. K. and from NEW YORK to EUROPE by the

Magnificent Express steamers of the 'orddentscher Lloyd are issued at the following rates TO SILL NDOVOMA PLYMOUTH OR SOUTHAMPTON ...... TO BREMEN .... TO PARIS VIA CHERBOURG TO NAPLES, GENOA VIA GIBRALITAR

#### NORDDEUTSCHER LLOYD. For further Particulars, apply to

Hangkong, 15th October, 1006

MELCHERS & CO.,

Intimations.

# IMPERIAL GERMAN MAIL LINES. THE YOKOHAMA DOCK CO.,

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Wateron blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours."

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work; and a large stock of material is always at land, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Brid, c Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably vith tha

of any port in the world. Telephone: Nos. 376, 506, or 681.

Liebers, Scotts,

Yokohama, May 23rd, 1905.

Telegrams, "Dook, Yokohama," Codes A. B. C. 4th and 5th Edt. A. 1. and Watkins.

LIONGKONG . HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED, IN LIQUIDATION. TIME TABLE.

WEEK DAYS. 7.00 a.m. to 7.30 a.m. ... Every 30 minutes. 7.30 a.m. to 9.30 a.m. in Every 10 minutes. 9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every to minutes. 1.15 p.m. to 1.45 p.m ... Every 1.5 minutes. 1.45 p.m. to 2.14 p.m. Every to minutes. 2.15 p.m. to 3.00 p.m. ... Every 15 minutes. 3.30 p.m. la 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 8.00 p.m. ... Every to minutes.

NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to tt.15 p.m. every half hour.

8.00 a.m. to 0.00 a.m. ... Every t 5 minutés. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every to minutes. 12.00 Noon to 1.00 p.m... Every to minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes, 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every to minutes. NIGHT CARS as on Week Days,

SATURDAYS. Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS.
Des Vœux Road Central.

JOHN D. HUMI HREYS & SON. Liquida: ors. Hongkong, 27th August, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS: from Shanghai, has re-opened their FURNITURE STORE

No. 35, DES VOIUX ROAD CENTRAL. The only Shop in Hongkong with this name.

TXTHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required, Have been patronised by the Hong'song Club, Hongkong Hotel, Telegraph Co., Mesers. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

Messrs A. S. Watson & Co., Ltd. write as follows :--"We have pleasure in stating that Mr. LI

supplied.

KWONG LOONG furnished the Annexe to our Dispensary and gave us every satis-(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED. Hongkong, 1st March, 1905. SELF CURE NO FICTION!

MARVEL UPON MIARVEL! NO SUFFERER
NEED NOW DESPAIR,
but without running a doctor's bill or falling into
the deep ditch of quackery, may safely, epecify
and economically cure himself without the knowledge of a second party. By the introduction of "
THE NEW PRENON REMEDY
THERRAPION,

a complete revolution has been wrought in thirdepartment of medical science, whilst thousands have
been restored to health and happiness who for
years periously had been merely dragging out a
minerable existence.

The Hamedy for discharges from the urlandy
organs, superseding injections, the use of which
does irreparable harm by laying the foundation
of stricture and other serious discases,
experience of the primary and secondary this
exuptions, uncerations, pains and swollings of the
foints, and all those complaints which mercury
and sanisparilla are popularly but erroncously
supposed to curs. This preparation purifies the
whole spitem through the blood and thoroughly
aliminates all poisonous matter from the body.

THERAPION NO. 3—A Severellan
whole spitem through the blood and incapacity for
business or pleasure, love of solitude, blushing,
indigenton, pains in the lack and head, and all
those disorders resulting from early error and
excess which the faculty so persistently ignore,
becauses of impotent to cursor even relieva.

The Parameter of the solitude of the secretary in the personal Chamber. because of impotent to cursor even relieve,
because of impotent to cursor even relieve,
thoughout the world. Price in England 1/2
a 4/4. In ordering, state which of the three
number required, and observe that the world
Theramon appears on British Government
Stamp (is white letters on a red ground) affiled
to everypackage by order of His Majseny's Hon.
Commissioners, and without which it is a longery.

Sold by all Chemiste.

## For Sale.

FOR SALE. THREE WOODEN LIGHTERS. Length ......80' o"

Breadth ......24' o" · Depiti ..... 9' 6" Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from C. E. WARREN & Co., 30, Des Vœux Road, Central,

HOO CHEONG WO & Co., 51 and 52, Connaught Road, Central. Mongkong, 5th November, 1906."

GREEN ISLAND CEMENT COMPANY, - LIMITED.

## PORTLAND CEMENT.

In (Casks of 375 Ds. net 84.50 per Cask

ex Factory. In Bage of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

#### THE HONGKONG

Hongkony, and October, 1906.

STUDIO, HIGHER CLASS PHOTOGRAPHER. 41 & 43, QUEEN'S ROAD CENTRAL.

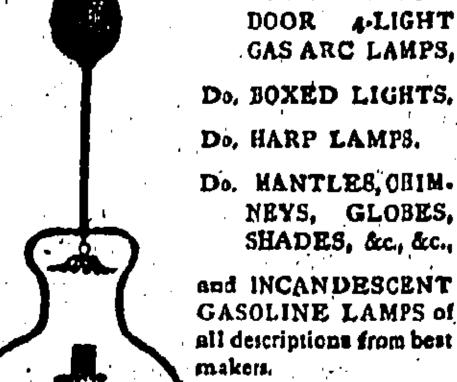
DORTRAITS, GROUPS and ENLAR-GING and COPYING in all Sizes.

TOF FLOOR.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong ttil Sentember toos,

FOR SALE.



DOOR and OUT-DOOR A-LIGHT GAS ARC LAMPS, Do, BOXED LIGHTS. Do, HARP LAMPS.

WELSBACH'S IN-

Do. MANTLES, OHIM. NEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT

NAPHTHA of the best kind for Gasolink LAMPS and GASOLINE

Thaines, kept in stock. TAI KWONG CO.,

109, Des Voeux Roal Central. Henrichag, 1st November 1996

MOTIOE.

THE Public ate hereby informed that no change has been made in the Rates of Subscription to the Homekong Telegraph and they are warned against paying more than TEH CENTS (10 CIL) per Single Copy.

> THE MANAGER, Hongkong Telegraph Co., Ltd.

中心的 (microsique) 整理 (print) (

# WM. POWELL

Outfitters, Ladies'

ALEXANDRA BUILDINGS.

SMART and

MARABOUT FEATHER

STOLES,

\$10.00

\$38.50

Each.

NEW

## BLOUSES

AFTERNOON

EVENING wear.

GLOVES, HOSIERY, FOOTWEAR. GOLFERS, MOTOR CAPS. BELTS,

> UNDERWEAR, LACES,

CHIFFONS,

RIBBONS,

and

a Splendid Selection

REASONABLE PRICES.

Powell's

HONGKONG.

Hongloss; 5th November, 1906.

### Intimations.

K. A. J. CHOTIRMALL & CO., 8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrivod.

SOCKS (Linen) LADTES, AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS. SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID). HANDKERCHIEF BOXES, GLOVE BOXES:

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA SERONGS.

MAN'DARIN COATS, COTTON SHIRTS.

SHE LACE SCARFS AND SHAWLS:

Prices exceptionally cheap.

Inspection earnestly solicited. Hongkong, 28th May, 1906.

FIRST Class PILSENER BEER guaranteed free from Salicylic Acid. and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz, pints.

Special Prices for Quantities

Sole Agents .--

STEMSSEN & CO. Hongkong, foth fanuary force

\_KWONG SANG & Co.,

CENERAL DRAPERS, MANUFAC-J TURERS and DEALERS in Ladies and Children's Underwear, Silk, Pongee, Grass-

No. 70, WELLINGTON STREET.

cloth, Fancy and Piece Goods, &c. Latest style of Ladies' Blouses and Gentle-

men's Shirts made to order. TRIAL ORDER SOLICITED.

## Hongkong, 1st February, 1906.

Consignces.

PHE II. A. L. Steamship

"RHENANIA,"

·Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside,

Optional Cargo will be forwarded unless notice to the contrary be given before TO-

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Lunited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 132th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

11066 Hongkong, 5th November, 1906.

FROM NEW YORK.

THE H. A. L. Steamship

·" VANDALIA," 🤇

Captain Franck, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazard. ous Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here after which

date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be

subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE

Hongkong Office. Honekong, 1st November, 1906.

## Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "DEN OF KELLY," FROM MIDDLESBOROUGH, GLASGOV AND LIVERPOOL

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject

All Claims against the Steamer must be pre-sented to the Undersigned on or before the 17th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 9th instant, at 3 F.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED,

Hongkong, 3rd November, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed" at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :-From London, &c., ex S.S. Himalaya. From Australia.

.From Calcutta. From Persian Gulf, ex B.I.S.N. and B. &

P. S. N. Co.'s Steamers. Optional Goods will, be landed here unless instructions are given to the contrary before

Goods' not cleared by the 8th instant, at 1 P.M., will be subject to rent.

No Fire Insurance will be effected by me in iny case whatever. Godowns for examination by the Consignees'

and the Company's representative at an appointed hour. All claims must be presented within ter

days of the steamer's arrival hereafter which date they cannot be recognised. No claims will be admitted after the goods

have left the Godowns. E. A. HEWETT.

Superintendent. Hongkong, 2nd November, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM ANTWERP, LONDON AND STRAITS.

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be

No Claims will be admitted after the Good have left the Godowns, and all Goods undeivered after the 6th November, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 12th November, or they will not be recognized All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th November, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 31st October, 1906.

## Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions. to sell by PUBLIC AUCTION,

THURSDAY, the 8th November, 1906, at 12 o'clock Noon, FOR ACCOUNT OF THE CONCERNED. The American Steamer

"YRUNA," with all her Anchors, Chains and Appurtenances, &c., to be sold on Board as she now lies off the Cosmopolitan Docks.

PARTICULARS:

√805.34 gross. Tonnage...... Beam ..... 25 ,, 

The Engines are of the Compound surface condensing type. J.H.P. 430. For further particulars, apply to the Under-

TERMS :- 25 % of the purchase money to be paid by the purchaser on the fall of the hammer, and the Steamer to be at the purchasers

risk on the fall of the hammer. N.B.-A Steam Launch will leave Blake Pier at 11.30 A.M. on the day of the sale, to convey intending purchasers:

Auctioneer.

GEO. P. LAMMERT.

Hongkong, 30th October, 1906.

THE SHANGHAL DOOK AND BNGINEBRING CO. LD. ---

3 Shanghai, 31st October, 1906. To the Editor of the

"SHANGHAI MERCURY." SIR,-For some time, past Shanghai dailies are full of acrimonious correspondence under

the above heading and so far arguments urged against the ado, tion of the new scheme seem to be too potent to be refuted. But the letter of your correspondent under the heading of " Another of the Public" in your yesterday's issue induces me to say a few words, how much advocates argue upon assum-

ed presumptions. Assuming for argument's sake that the whole scheme of the promoters of the New Wharf Company is adopted which is more than doubtful and that it will be it working order within twelve months, and ever granting that the company will be in a position to work to advantage against the oldestablished concerns, one has to balance the probable gain against the greater loss likely to be suffered by the holders of shares in the S. D. & E. Co.

Your correspondent seems to compute the visionary large profits of the New Wharf Company on the presumption that Sh. & H. Wharf Co. and kindred old concerns are very much behind times in every respect and will watch the working of the New Wharf Company with prefect stolidity, overlooking the fact that the well established position and fina cial facilities of these concerns will, if once they set to work, bring them much ahead of the New Company in no time. Even though the Provisional Directors of the new Company are men of light and leading in Shanghai, what guarantee is there that they will continue as Lirectors in the new concerns and lend their support in

We have noticed how the business of the Shanghai Docks as falling off. Bo far Messrs Jardine, Matheson & Co., the agents of the . C. S. N. Co., and Messrs. Melchers & Co. have been the chief supporters and patronizers of the above company and their representatives re on the board of Directors and when they find that the object of the New Company, which is a part and parcel of the old concern is to work against their interests, does it at a stand to reason-that they will continue their support to the Dock Company as heretofore? The gain, if any, to the proposed New Company will be more than counterbalanced by the actual loss and depreciation to the old concern and what one has to see is the betterment of the Dock Company and its status on a more solid and lucrative basis. Each one for himself and the devil for the rest seems to be Damaged Packages must be left in the the motto and aim of the promoters of the new scheme of which I think the worthy Directors of the Dock Company are quite aware.

. The present prospectus issued by the promo ters of the scheme does not show the probable earning of the New Company on the capital so that the prospective shareholders might be able to know what return they may expect to

management run by the Directors, as against probably prove too great a shock to the already that by the agents. Shanghai public have had shattered nerves of the long suffering sharebefore now full experience of the relative holders, have thoughtfully withdrawn their advantages and one need not hoodwink them | threat to pay them in Sycce, and will now allow any more. Thus far and no further must be them to take the amount in shares of the new the ruling principle.

Thanking you in anticipation, Mr. Editor. for the insertion of this letter in your valuable columns, I beg to enclose my caid,-I am, etc., BUSINESSMAN.

To the Editor of the

"SHANGHAL MERCURY." Sir,-Numbers have waited patiently to see some effort put forth to improve or investigate the causes that have maintained to place our Premier Local Industry in its present undigni-

fied position. Everybody thinks there is some cause and each individual shareholder has his own ideas un the matter. Engineering and Finance unfortunately do not go hand in hand usually few will dispute the fact that these equally im portant factors have not existed in combination

in the "Docks." S. C. Farnham, Boyd and Co., Ltd., held for upwards of five years practically complete monopoly of all the work entering this post-The New Engineering Company was the only

firm of any importance opposing them. What has been the result? Desperation, displaying always a feverish and panic stricken readiness to launch any scheme, however il advised, so long as it offered any means to avert the inevitable downfall of this gigantic mismanaged concern. I am forced to use this strong term. Had the management been sound, the many schemes and proposals submitted to the shareholders could never have been considered for the lasting good of the company, as they all tended to raise the

capital which is far too high already. All the proposals came from the Directors to cover the original mistake made in 1920, when the capital of the then existing companies was almost trebled! Who made this initial error? Most people will say the Managing Directors, because at this period in the history of the concern these gentlemen had the complete confidence of their shareholders. Under the circumstances what other action could the shareholders take than support the proposals as placed before them? Therefore, I claim that the blame does not rest with the share-

holders. The Directors know this and have been too ready, as I have already said, to listen to the Professional Speculator, and eager to grasp at any plan to save the situation.

I do not think it necessary to enlarge on the absolute necessity of reducing the capital; as late eyests lend to show that is the intention in the what proposal now in view. To proceed to other causes that have had

their effect. As spon as the Oriental Dock Company was absorbed, the S. C. Farnham, Boyd & Co.'s Directors lost no time in clearing out thin staff at the "Young Dock" some justly and others Fite. · [1038 | simply because they were " [ncomers,"

The Old Dock Directors being in the majority, they soon made it apparent that same treat ment was to be administered to Boyd and Co.'s staff. It is well known what happened in les-

than two years.

This disguised feeling of animosity has been the main cause of bringing the strong opposition that opposes the Dockston every side to day. When Mr. Twontyman hold, the reiss, thi sympathi is were entirely with his own men and the work was distributed to his own side of the establishment, so that the man in the stree

would know who was the power in the land!

Time brought about Mr. Twentyman'

retreat and the other Managing Director got his innings. Still, he did not prove himsel perfect any more than his predecessor, with the change of government, his special sphere of the last thirty-six years is having its sway. It could be argued that any change in the Managing Directorate of a concern would bring

known that these evidences of the change of power have existed. Large sums of money have been entrificed in this manner, not only in the Manager's office, but in the workshops as well. The competitive feeling of the days before the amalgamation has grown into a bitter animosity amongst the foreign foremen and native workmen

about different methods. This we readily

admit; still, it is the common talk and well

brought about by the sway of power. I have endeavoured to point out some of the main causes for the present predicament, among men, women and children. There is i. e., Over-capitalization, mismanagement and want of harmony right throughout the

in Shanghai, but men whom the dock shareholders have paid to train and could ill'afford to lose. Why is this? Mismanagement, nothing else. In conclusion, it will be advisable to point

out that the proposed wharl company is going

to rob the dock company of the only property

they have to enable them to compete with

Japan and Europe for building river and coasting vessels. Hangyang Iron and Steel Works will soon supply all ship quality steel required in this

port as cheaply as it can be imported. Why kill the docks by faking away their best asset? My candid opinion is to have no more schemes that do not tend to mend the three main causes; rectify them and the docks will soon work out their own destiny!-I am, etc., INTERESTED ONLOOKER.

TAIR EXCHANGE, NO ROBBERY.

To the Editor of the "SHANGHAL MBRCURY,"" "SIR,-" It's a long lane that has no turning," and it really seems as though the holders or Dock" shares have at last arrived at the turn. ing point in their misfortunes. A pleasant little surprise reached them yesterday in the shape of Circular No. 2 informing them that get on their investment. The absence of such | the magnanimous promoters of the now famous information clearly shows that the promoters scheme to relieve the Company of a portion of wish the public to build their castles in the air. I their surplus property, h ving conceived the Your correspondent need not contrast the happy thought that so much hard cash would

> Wharf and Godown Company! "Anything for a change" as the herring said, when he got out of the frying pan into

the fire! - Yours, etc. AMUSED.

Shanghai, 31st October, 1906.

## Notices of Firms.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE. AR. W. J. SAUNDERS has been IVI appointed ACTING SECRETARY of the above Company as from the 1st November, 1906, and until Mr. JAMES WHITTALL'S

return to the Colony. By Order of the Board of Directors, E. W. MAITLAND, Acting Secretary.

Hangkong, 31st October, 1906.

MARINE INSURANCE. HAVE this day established myself in SHANGHAL as AVERAGE ADJUSTER and am prepared to undertake the adjustment of General and Particular Average and other

Telegraphic and Postal Address: "WADMAN SHANGHAL" H. P. WADMAN, Corresponding Associate, Association of Average Adjusters,

Great Britain. 22nd October, 1906.

## Entertainment.

AL FRESCO FETE. IN AID OF THE FUNDS OF THE SOCIETY OF ST. VINCENT DE PAUL TO BE HELD IN THE

SUNDAY, 11th November, 1906, from 9 P.M. to II P.M. ADMISSION TICKET \$1 Which is entitled to a Souvenir on its presenta-

Compound of the Roman Catholic Cathedral,

tion at the Souvenir Pavilion on the evening of the Fête only." THE public is respectfully invited to inspect the various Stalls from 2 to 7 P.M. on the 11th instant during which time Machado's String Band will be in attendance.

nsternoon. By kind permission of Lieut.-Col. A. G. FITTON and Officers of the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play from Q to 11 P.M. Tickets can be obtained from lo-day at Messrs. Graça & Co., Hongkong Hotel Stall, and at the Roman Catholic Cathedral Compound on Sunday, the 11th instant, from 9 A.M. to 7 P.M., and at the Gate on the night of the

Hongkong, 1st November, 1906.

Ten and Cakes will be served during the

## Intimations.

A SILLY SAVING.

"It is a common but silly opinion prevailing among a certain class of people that the, worse n remedy tastes, smells or huns, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the

remedy called WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. . It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of "Malt and Wild Cherry; creating a medicine of unequaled power for the diseases most prevalent and fatal no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Who are running the successful opposition Throat and Lung Troubles, Nervous Dyspepsis, Scrofulous Affections, . Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults... You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

F. BLACKREAD & CO..

NITIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION

> AGENTS. GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG,

SOAP AND SODA MANUFACTURERS. SOLE AGENTS FOR T\_TARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

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The Editor will not undertible to be responsible for any rejected MS,, nor to jeturn any Contribution.

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On October 29, the wife of G. A. TISDALL Russo-Chinese Bank, Newchwang, of a son. MARRIAGE.

On October 31, at Shanghai, LIONEL EDGAR. third son of the late William Canning of Cam bridge to ELEANOR MARY (Sissy), eldest daughter of George Richard Barry.

## ( he Pougieous Celegraph

HONGKONG, TUESDAY, NOVEMBER 6, 1906.

#### THE INDIAN POLICE CONTINGENT. 🚉

If the strike among the Sikh policemen engaged by the Municipal.Council of Shanghai did nothing else than call attention to the staff, for there is every reason to believe disorderly element among the Indian contingent in the constabulary of the Settlement, I did everything in their power to proand the necessity of adopting radical measures of reform, it served its purpose. Far too long the Indian sections in the Shanghai and Hongkong police forces have been recruited from the riff-raff of India. Whether there is any system of discovering when the men join their previous character and occupation-that is to say, of finding out whether their statements can be corroborated and their testimonials verified—is a moot point. To the ordinary citizen the Indian constables, who parade the streets with an air of arrogance and a display of authority which irritate the peaceable and incite the impulsive to violence, have come from the irreclaimable characters of India. They may be Sikhs or they may be Pathans, but they certainly do not belong to the high ed by the succession of storms which caste Rajputs, or if they ever did\_so they have been cast out as unworthy. Now, in Shanghai, there is an inclination to prevent the recurrence of strikes by recruiting in nection with another member have been character and repute. Major Hall of the instance, it appears that the operator should Baluchi regiment and a jemadar are at pre- answer your ring within ten seconds, and sent in Shanghai with the object of ascer- should never be more than thirty seconds in

taining the causes which led to the recent friction and to tender such advice as their experience suggests to the Municipal Council on the question of the employment of Indians in police work. In passing, we may observe that it is rather humorous to observe that an officer in command of the Baluchis should have such an important duty, conferred on him, especially when we remember how the Baluchi regiment in Hongkong behaved itself some time ago. But that is all past and done with, for the Baluchis of late have been models of decorum and paragons of virtue. The question now is, whether the Indians in the police force can be made to innocent natives or act in a domineerconduct themselves with honour to their corps and politeness towards the general public? It is stated by a correspondent that if these men were of any standing in their own country they would find no difficulty in joining any of the numerous Indian regiments. Although the pay of a constable in Hongkong may appear larger, the deductions which have to be made for rations andsundry requirements reduce it below the balance which is handed to the Indian private soldier. He also states that by a crossing the sea, the Indians lose caste and have to perform numerous religious services on their return to India, which usually involve the greater part of their savings if they are to be received into the fold again. However that may be, the fact remains that many of those in the Indian police contingents have been in trouble all along the China coast during the past few years and they are centainly no credit to their compatriots. That they are a necessary addition to the force must be a fact, otherwise the authorities would have seriously considered the question of abandoning their services long ago? But it is high time that those in charge of the Indians in Hongkong should read them a lecture on their attitude towards the public, whose servants they are. It is useless to give examples or multiply instances, but many will agree that when all, Indian has the opportunity of dragging a European through the street he does not always exercise that sweet reasonableness which should attach to strength and authority. Whataver the result of the investigation in Shanghai, it must have a close bearing on the conduct of the Indians in Hongkong, and, doubtless, provided a satisfactory scheme is submitted for dealing with the regniting of this branch of the force in the Nonhern Settlement it will come into force

### TELEPHONIC CHANGES IN HONGKONG.

For several weeks, the Telephone Com-

[34] in this Colony also, !

pany in Hongkong, officially described as: the China and Japan Telephone and Electric Company, has been busily engaged in erecting a new exchange system, which we are told is to revolutionise the service in the Colony. The new exchange is the latest thing in telephone systems and all the occasional stoppages which characterised the old apparatus areto be abolished. Yesterday those on the telephone register had an opportunity of testing the value of the new installation but, of course, it is too early yet for the layman to form an opinion as to the superiority of the present exchange over that which has disappeared. There, is no doubt that many a genial temper and equable humour were sadly tried by the eccentricities of the former system. Whether it was the wind and the weather or the peiversity of the apparatus itself which frequently rendered the machine useless or a comparative nuisance we do not pretend to know, but this much is certain the telephone had a curious faculty of getting out of order just at the very moment when its service would have been most valuable. This does not reflect on the capabilities of the operators or the methods of the mechanical, I that they, in their different departments, vide for the convenience of those using the telephone. Indeed, nothing but praise has to be accorded by all who had occasion to. employ the atélephone during the hours following the recent disastrous typhoon. The lines were "down" in every direction, circuits were broken and for a time the telephone was more of an ornament than anything else. But with a celerity which was highly commendable and testified to their anxiety to accommodate their customers and patrons, the Telephone Company had matters set aright once more and the wires were working as usual. Naturally this is an argument in favour of underground wires, and if the Company is wise it will profit and no doubt has profited from the experience gainswept the Colony in September last. Some new rules with regard to the procedure to be mosa Channel and the N.E. part of the China adopted in ringing up the Central for con-India direct, so that the men enrolled as issued by the Company, and they afford food constables shall be of recognised good for reflection and perhaps amusement. For t

doing so. Considering that there are only some 550 customers on the telephone direc. tory, thirty seconds seems a somewhat lengthy period during which to await the pleasure of the "hello girl"—as she is somewhat flippantly termed in the United Statesbut we shall probably have seldom to exercise our patience for the maximum time. What will engage the attention of most people is the lact that a sort of musical paratus-a new form of the soft answer which turneth away wrath. Supposing some irritable individual rings up Central and calls for a number, the gentle operator will realise that their duly is, not to exerrorise ... no longer tell him bluntly that he can't have "it because it is engaged. Instead, the soft ing manner towards Europeans, but to i strains of a musical note will be wasted to his ear, and even if he does indulge in epithets they will be drowned in the cathedral-like echoes of the lost chord. No longer will the operator threaten to report the man of wrath to the manager, or lead the listener into a frenzy by sojudicious sarcasm. Again, if your number will not answer--a somewhat vague statement--you will be treated to another nocturne with variations. So, that people may sit home around the cheerful telephone and enjoy all the benefits of a free gramaphone entertainment. In this way the family will be led to a love of music while the savage breast will be soothed. It is just possible that the musical arrangement may, comehe, regarded as a punishment for sus of comission, the head of the household threatening to turn on the telephone if there is any more clamour but, we trust, that lies in the dim and distant future. In the meantime we can only congratulate the Telephone Company on bringing their apparatus to the hignest pitch of modernity and combining with that desideratum all the benefits of the musical world.

### LOCAL AND GENERAL.

Th Consul-General for the United States in Hongkong reports that he received the follows ing typhoon warning from Mamila Observatory this forenoon: "Cyclone north Yap island western Carolines, Direction unknown,"

In a Gazette Extraordinary issued last evening, His Excellency the Governor in Council has given directions for the rescission of be a port or place at which an infectious or contagious disease) prevails. The Proclamation has, accordingly, been resemded.

LANCE-sergeant Appleton, of Yaumati Police Station summoned the coxswam of the steam launch Fun Sun to the Police Court this morn. ing. The charge against him was that of blowing his whistle unnecessarily, at 6.30 o'clock on the 2nd instant, while lying alongside a wharf at Yaumatil . The man admitted the offence, and Mr. F. A. Hazeland fined him \$10.

To Hing Chat, a cook, employed in the Po Hing Theatre, Yaumati, was anested last night by P.C. 77 Foley, for blocking the exits of the theatre. He came before Mr. F. A Hazeland, at the Police Court this morning, and pleaded guilty to the charge. The cook, it appeared, had the exits of the theatre blocked with bith bricks. He was fined \$5.

OVER a hundred numbers of the China Association at Shanghai, and guests, satdown on 315t ult, to the complimentary dinner at the Shang-Thai Club to Sir Charles Dudgeon, who, with Lady and Miss Dudgeon, leaves Shanghai on Saturday for India, on route to England, . P. Skottowe, the new Chaiman of the Association, was in the chair, and interesting speeches were made, but we have no space for further reference in this issue. Yesterday afternoon at Mr. H. E. Hobson's house in Bubbling Well Road, Sir Chailes and Lady Dudgeon held a farewell reception which was actended by nearly all Shanghai, -N. C. D.

TAI Chan Sant and Li Tat Trag summoned the master of the Kwong Man Cheong firm, of Nos. 218 and 220, Third Street, West Point, before Mr. F. A. Hazelán , this morning, at the Police Court for inlunging certain joss-sticks trademarks, the sole property of the complainants, Mr. P. W. Goldring, of Messrs. Goldring and Bullow, who prosecuted, informed the Court that the matter had been settled and asked to withdraw the case. It appeared that the defendant firm and the complainants had come to some satisfactory settlement and the defendant firm had agreed to pay all costs and to return to the complainants all the infringed case was withdrawn.

## THE WEATHER.

The following report is from Mr. F. G. Figg. First Assistant of the Hongkong Observatory:-On the 6th at 12.25 p.—The barometer has fallen over N. China, and risen slightly at most of the other stations. The depression, which may be slowly filling

up, appears to be almost stationary to the S. or S.E. of Formosa. The high pressure area remains central over the continent to the North of the Yangtze. N, and N.E. gales will continue in the For-

FORECAST. t.-Hongkong and neighbourhood, N. winds, 2.-Formosa Channel, N.E. gales.

3.-South coast of China between Hongkong and Lamocks, N. winds, strong. 4.-South coast of China between Hongkong and Hainau, same as No. 1.

"HANKOW" FIRE,

FINDING OF THE COURT.

At the Harbour Office this morning an in quiry was held into the cause of the burning of the s.s. Hankow, on the 14th ulto., at her wharf. Lieut. C. W. Beckwith, 'R.N., 8 arine Magistrate, presided, and with him as assessors were Lieut. Henry Butterworth, R.N., of H.M.S. Tamar; Captain Edward Batham; of the s.s. box has been attached to the telephonic ap- | Empress of India; Captain Colin Hannat of the s.s. Sterra Morena, and Captain John Mattock of the s.s. Amara,

Captain Benjamin Roper Banch, Captain of

the e.s. Hankow, stated that heleft Canton on

the night of the 13th ulto., the weather being

then, fine. Nothing unusual occurred during the voyage. He arrived at his wharf at 3 a.m. on the 14th ulto., and after she had made fast, he rang off steam and went to his cabin. There were seven European passengers on board as well as 950 Chinese, and 61 members of the crew. At about 3.15 a.m. he was standing at the door of the chief officer's cabin talking to him about the arrangements for the next trip, when the Portuguese and Indian watchinen. went running along\_the statboard alleyway from aft reported " fire htt." Witness said to the chief officer: "Come along and see what is the matter." He could not then see whether the fire was on the upper or lower deck. They went as quickly as possible down on to the main deck, taking with them two fire buckets filled with with the hoses. There were no printed fire water. There was great coush of 'Chinese | instructions on board the vessel. There were passengers trying to get ashore both from the | no fire-drills, but in the event of fire he would upper and lower gangways. On arriving on the direct the operations himself. It was useless to main deck witness saw the fire coming up from | dill the men, for they were never the same the midst of a pile of matting. There was from one week end to the other; they were so much smoke and the deck was on fire undemeath. He then ordered the chief officer to screw on the hose. The fire extinguishing appliance was situated on the port side of the engine-room casing. Witness'stayed with the watchmen, and endeavoured to pull down the matting to get at the fire, but it was such a solid block he could not get it down.' He then told the watchmen to remain there and try to regulate the passenger traffic through the main deck, to prevent panie. Seeing the rapidity with which the fire was spreading witness went personally on to the upper deck to help them in getting the hose quick. He met the chief officer on the port upper deck, who said the engineers could not get to the engine-room as it was full of smoke and fire, and they were therefore unable to start the steam-pump. . Witness told h in to start the after hand pump. . Seeing the thiefengineer coming out of the engine-room, he asked if it was possible to give him steam, and he said it was impossible as no one could stay in the engine-room. Then he saw two clamation No. 4 of 1906, declaring Manila to lady passengers standing forward; they were very fightened. He went to them, and they said he was just going into his room. asked if there was any danger. Witness said when he noticed a lot of smoke comthere was, and immediately took them on ling up from all, and he went to see what shore. He then went back to the fire. He it was caused by. As he went along the 'deck noticed that nearly all the Chinese first- he met the Chief Officer who was trying to class passengers had left the ship. He then | couple up a length of fire hotel to the firefound the fire had spread so rapidly that the branch. The fire was on the saloon deck when Chinese third-class quarters were entirely witness first saw it, as it had burst through shut off. The whole of the upper deck was from the lower deck. Witness then went to on fire, and so the women's quarters were also the saloon to see if there were any passhut off. He then went to the gangway and sengers there, so that he could help them endeavoured to hurry up the passengers to get ashore. He found there were none, and then ashore. The fire went on increasing rapidly made two attempts to get to his cabin to so witness had to get to the upper deck, going | save his papers, but failed in both attempts. through the saloon to satisfy himself that there life then went towards the forward gang. fire regulations and boat-stations should be were no passe igers left there. The smoke and | way and met 'the third, engineer, whose fire had then penetrated to the la hes' cabin on cabin adjoined witness's, and who was also the upper deck forward and finding it was trying to get to his cabing to save his hopeless to try to do anything he went ashore. papers, but witness told him what the con-He returned immediately to try and save the dition of that part of the ship was, and adship's and his own papers, but he could not vised him not to attempt to reach his cabin. INSPICTOR Warnock, on behalf of Mr. F. J. V. | get to them. The number of passengers who | They then went ashore to lend a hand in any Ribeno, summoned the bearers of chair No. Invailed themselves of the opportunity to go way they could. There were no fire regulations 355 before Mr. C. A. D. Melbourne, at the ashore on the alarm, would be between 400 and printed and hung up on board, and he had Police Court this forenoon, for demanding 100. A lot of them had gone before the fire, never seen any fire-stations drill carried out on more than their legal fare, and using abusive and there was a constant stream, using three | hourd. There was a boat-station regulation on and insulting language towards the com- gangways until the end. The hinese were board, but he did not remember whereabouts on plaining, on the 30th ultimo. They denied the allowed to use all the gangiways. When the ship he had seen it, but he thought it was 'charge and evidence was called. The Court alongside the whatf the fire arrangements in the saloon. When they had straw or strawfound the men guilty and fined each man one were to couple up the base so that they, matting as cargo they had it carefully could reach to every part of the vessel. There | stacked up, to prevent passengers from getting were steam pumps, and auxiliary hand on top. numps. There was always steam for working the pressure. He could not say how many 1 //ankow in 187, and rejoined her as Chief pounds of pressure he would get, but it was | Engineer in 1883. He stopped the engine sufficient to cape with any ordin cry fire. There were also coisage's pumps which were used for washing the decks, and they could be used for fire extinguishing. They were fixtures on the deck, and were so placed that with a sufficient

> By the Court: Do you'rever consider it neces! sary to exercise your creek at fire stations? Witness! No, it has never been done.

The Court: Have you any printed fire regulations or instructions, fixed conspicuously about the vessel? Witness: No.

The Court: Then how do you expect your crew or officers to give any intelligent cooperation in the event of fire?

ed, are always in working order.

aways to pullout any portion of the matting and then stowaway, and cause the fire by careless-

Witness: No; they could not pull out any of the matting; they might stow on top without any one knowing, and then by carelessness in smoking might cause the fire.

the engines could you get? Witness: Three; one on each deck; the

connections,

Witness: No, I do not think so, \_\_\_\_\_\_ Continuing, witness said that efforts were made to couple up the hose aft, but it was impossible-to-do so owing to the thick smoke in

the vicinity of the fire. He did not consider had very good lamps on board. Mr. Holmes, chief officer, said when the fire

was first reported on the morning of the 14th ulto, he was talking to the captain on the saloon deck on the starboard side, when the Indian watchman came running along and reported the fire. the captain then told him to come along and see what was the matter. Theywent aft on the main deck, and there witness saw flames about eighteen inches from the upper deck on top of the pile of matting.. The captain instantly ordered him to couple up the fire-hose, and witness made the necessary connection with the engine-room. He then (a)lowed the engineer down to the engine-room on the lower deck, intending to use the length of hose on the fire-branch which is situated on the outside- of the engine-room casing. As soon as he opened the engine-room door a vast quantity of dense smoke jushed through, and they turned back, witness taking the length of hose with him, and making his way to the after end of the saloon deck, where there is a Gassige pump. At the gangway he found the dames bursting out of the after saloon and he could not go any further. Finding he could do nothing there he went on to the wharf to assist constantly changing.

The Court: Have you any printed form of biat-station regulations in the event of aband. o ing the ship, on account of wreck or fire at sea Witness: No.

The Court: Were all the gangways mad available for use by the Chinese passengers, and, it so, how long after the fire started?

Witness : All the gangways were shipped in position before the fire broke out-about five

The Court: Could the passengers use all the gangways? Witness: Not on the saloon deck; that was

for the use of Chinese first class passengers, The Court: But after the fire started? Witness: Then-all gangways were in use,

and were used by all the passengers. Some discussion here arose on the subject of stowing cargo on the same deck where passengers were carried, when the President stated that there was nothing in the local

regulations to prevent it. The 'econd Officer was then called, and

The Chief Engineer said he came out in the about twenty minutes before he reached the wharf. That is, he stopped stoking at about 2.30 a.m. to let the fires down. That would enable him to give 40 lbs. pressure on each fire-branch, if he had been able to get lo his engines. They generally switch off the length of hose they could teach every part of electric light about twen'v minutes after making fast, as that has always been the custom. They are only kept on to give the passengers time to get ashore. They have very good and efficient lights to take the place of the electric light on board. In the engine-room there were o regulations in case of fire; but communication with the deck was always open, for the purpose of co-operation. Steam was always

available for pressure in the main boiler, and there was also a donkey boiler, and hand Witness: The crews are consumtly Change | pumps. There was a speaking tube from the ing so that it is impossible to train the man in bridge to the engine-room, but it was more any way, and the officers change about dence i usual to send orders down to the engineers by every two or three months. In the event of messengers. On the morning of the 14th ulto. labels. The Count had no objection and the fire the officers, who are continually on boards, witness went below, and met the second en- tance to one of the houses by means of the and in touch with the Chinese crewe would bet | gineer, and told him to turn on the steam, and able to at once get the crew to deal with any I then he found the place was full of choking ordinary fire, as the pumps, as I have explain. Smoke, so he had to return to the deck. Then the captain told witness it was impossible to

The Court: Was it possible for any stow. do anything, and said he had better get ashore at Spice. The Chinese firemen had been on the sipip a long time; some of them over ten years-they made the ship their home. They ness without any one being the wiser? knew their work thoroughly, and knew what to do in cases of any alarm. Witness had been in

the vessel, twenty years. After the tiffin adjournment the second engineer was called, and stated that he tried to The Court: How many connections' from get up steam, ¿ut it was impossible to stay in the engine-room, so he made his escape over the stokeholds, and Ingent on to the wharf, and hose was kept quite near and handy to the there assisted in gettin & the water on to the

The Court: Do you think if you had drilled vessel. Witness had been eighteen months on your crew at fire stations, as is customary, they the Hunkow Just he had hever seen any fire or hoat-station exercises in Conjunction with the would have been any assistance to you in this deck crew hor had be salen anywhere on board I may be expected here on agth last, ""

any printed directions by which they might know where to go,—that is, which boat to go to, in case of fire or wreck at sea.

The third Pagineer, sworn, said he had been on the Hankow two years. When the fire it wiser at night, with passengers on board, to | alarm was given he was asleep in his cabin. keep his electric lights on until morning. They | He was awakened by an unusual noise about 3 a.m. on the 14th ulton and went forward to see what the matter was. He found there was an alarm of fire, and so he tried to get back to his room to save what he could, but he met the second engineer who told him it was impossible to get back, and then he saw the whole ship was on fire. He saw he could do nothing, so went on the wharf to see what he could do there. He had never seen on board the ship any instructions which would tell him what boat to go to in the event of wreck, collision or fire at sea, should the vessel be abandoned.

> Captais Branch, re-called, said he was perfeetly certain there wereno printed instructions on board the Hankow as regards fire and boat The Court: But one of your officers has

stated that he had seen one-how do you account for that? Witness: He must have been thinking of a

former/ship; he has only been on board a short time. The Court: Is there anything unusual in

carrying straw matting or braid matting on the passenger deck? Witness: No, it has been the practice for

thirty-years—it is a daily occurrence. Have you any idea as to how the fire arose? -No; all I know was that I saw, the vessel on

fire, but cannot say how it originated. Is smoking allowed on that deck ?-- Yes! It is impossible to stop it amongst Chinese

passengers. - THE FINDING.

After a brief rétirement the President announced that the finding of the Court, was as " follows: We find that the s.s. Hankow left Canton on the night of the 13th ulto., for Hongkong, Benjamin Branch being master, and after an uneventful rassage made fast to her proper moorings. The Hankhw's cargo consisted of raw silk, straw matting, and, vegetables. The straw matting was stowed on the passenger deck alt. The Hankow made fast alongside her pier at 3 a.m. on the 14th ulto., and then certain passengers went ashore, although the greater part remained on board, as is customary, until daylight. That at 3.7 a.m. the alarm of fire was first given aft, amongst some straw matting stowed on the passenger deck. Strenuous efforts were then made by the master and officers to get rat it and put it out, using buckets

pending the arrival of the fire-hose driven off

the main boiler, but without success, owing to the tremendous amount of smoke which found its way into the engineroom making it impossible for anyone to remain down there, That the vessel was well found in fire appliances, pu ans, etc., which were constantly exercised for washing decks. The master and officers did all in their power to save life and property, but owing to the rapidity of the file and the herceness of the flames, without; success. That the Fire Brigade turned out smartly and gave every assistance, supported by a naval pump and contingent under Lieut. Anderson, of H.M.S. Flord. That we, the Court, are of strong opinion that, as a precautionary measure, all cargoes of light texture such as straw-braid or matting, when carried, should be so stowed under hatches, or so blockd off or screened off, in such a way as to be impossible of access by any passengers. Also we consider the ordinary hung/up in some conspicuous part of the vessel in these river steamers, and that the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort might be made to cope with it on board. This, in the opinion of the Court, can only be done by constant practice with the crew, and will take some fifteen minutes weekly, if properly organized. We deplore and regret the immense amount of life lost, but after searching inquiry we consider that everything was done that could be done to save life, by the master and officers under the circumstances. Therefore the Court absolves the

> CHINAMAN'S MYSTERIOUS DISATH.

FOUND UNCONSCIOUS IN BACK LAND,

master and officers from all blame,

A Chinaman, in an unconscious condition, and bleeding freely from the mouth, cars and nose, and with his left by broken, was found by the police in a back I me at the rear of No 483, Station Street, Monkhok, yesterday afternoon. The matter was communicated to Yaumati Police Station and the unconscious man was removed to hospital. Sime minutes later the police went out and arrested two coolies, who, they alleged, know more of the matter than they chose to tell, for it was stated that prior to the unconsciou, man being found the two coolies were seen near by. They were immediately entered on a charge of maliciously causing grievous bodily harm. A note to the police from the Government Civil Hospital this morning stated that the man died at 8:5 o'clock last night, never regainin consciousness. The police were therefore unable to get the man's name or his dying statement. The charge against the two

men now in custody will not be altered to that of murder, unless more light can be thrown on the tragedy, for as far as the case goes at present no one knows how the unfortunate man came by his death. In lieu of evidence the police are of opinion that the man did not meet his death through foul play, their theory being that the deceased while trying to vain admitwater-spout lost his hold while in mid-air and fell to the street. They will, nevertheless, hold the two prisoners until the inquiries they are now making are completed. The prisoners were placed before Mr. F. A. Hazeland, at the Police Court this morning, who ordered their detention in police custody for one week, pending further inquines.

SHIPPING AND MAILS.

MAILS DUE. Indian (Arratoon Apcar) 8th inst. American (Nippon Maru) 12th inst. Indian (Kutsang) 15th inst. Canadian (Athenian) 15th inst. / Canadian (Empress of Japan), 18th inst.

The s s. Shawmul sailed from Yokohama on

The Great Northern s.s. Alinnesota from Seattle arrived at Yokohama 5th inst. The Java-China-Japan Lijn s.s. Tjimah left Macassar for this port on 5th inst,, and

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

ANTI-FOREIGN, CHINESE. ENGLISHMAN MURDERD AT PEKING.

[From Our Own Correspondent.] · Shanghai, 6th, November,

An Englishman, named Pless, was found murdered at Peking on Satur-

It is presumed that the deed was: committed by disaffected Chinese.

ANOTHER SHANGHAI .outrage

TWO FOREIGNERS ASSAULTED AND MAUTREATED.

TAOTAI'S AID SOLICITED.

[ Ivam Gur Own Correspondent.]

-Shanghai, 6th November.

On Saturday, two foreigners left Woosung on a walking trip to Shanghai.

They had proceeded well on their way when, on unday evening, they were assaulted and maltreated by a gang of villagers.

One of the foreigners was bound hand and foot and thrown into a creek.

The other escaped from his assailants and hidein the paddy fields all

Representations have been made to the Taotai on the subject,

DEATH OF A YOUNG NEIV ZEALANDER.

The death occurred yesterday, after a brief illness of Mr. W. R. Craig, a young New Zealander, who had been employed for some | ders covering all the works. We now learn time as an assistant in the firm of Messrs, that the contract for building the steel launch Reiss and Co., Hongkong. Mr. Craig had been I has been awarded the Hongkong and Whamresiding at the Teck but having suffered re- pos Dock Co. Ld., at the cost of \$17,540 (gold) cently from an attack of dengue fever, with it the Launch to be completed in 71 months. The other complications, he decided to leave his laward for the sea-going tup, the stern-wheel summer quarters for the lower level. Accord- steamer and the hull for a steam launch has ingly be cause to the city yesterday morning! been held in abeyance. and made arrangements to resume apartments which he had previously coccupied. In the afternoon he was found dea in his rooms. One of the sad features of the case is the fact that preparations had been made for ; his marriage to morrow to a young lady who , had just arrived in Congkong from New

".SALVING THE "SORSOGON.

SATISFACTORY PROGRESS F OPERATIONS.

For some days past operations have been in progress by members of the Kowloon\_\_tock staff for the refliating of the American' s.s. Sorso on which foundered off the sheer-legs on the 18th September last. The wreck has since been sold to the Dock Co. (or 34 300 who are raising the wreck on their lown account. The dredger Canton River, so u eful in the successpart in salving the Sarso, ou. She has been working steadily to fift the submerced vessel. In a few day's time, to consider the matter. To assist in refloating the Sor togon two wooden ! these and other salving appliances employed the Sorrogun should be on the surface again by next week. When repaired it should prove Grounds, by order of the Vicetoy. On their a profitable venture for the purchasers of the

THE ROYAL HONGKONG GOLF CLUB.

"The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley fr m the 3rd to 5th November, 1906. The following returns were made:-

CAPTAIN'S CUP. Lt. R. M. Crosse, R.G.A. 99-10-80 .Mr. T. B. Norrig....... 8: -- 7 = 81 Hop. Mr. F. J. Badeley ... 91-10-81 Hon. Mr. W. J. Gresson ... 94-12-82 Mr. T. C. Gray...... 97 — 9 = 88

MAY CUP. Mr. F. Paget Hett\* ..... 10 --- 18 = 82 Major H, Broke, R.E.....(co-17 = 83 Mr. J. R. Wood .....105-18-287

Lt. C. B. Down, R.G A. 1... 83- 4=79 Lt. R. M. Crosse, R.G A., 90-10=80 Mr. H. T. Butterworth ... 93-12-81 Mr. E. J. Grist...... 83-- 1-82 Hon, Mr. W. J. Gresson ... 94-12-82 Mr. A. Broke-Smith ..... 93- 9=84

Mr. T. C. Gray ...... 97— 9=88 +Winner of Captain's Cup. \*Tie for May Cup.

Winner of Pool. The next competition, for the Robertson Farewell Cup, will be held at Happy Valley of the Canton-Hankow Railway. It is underfrom the 10th to 12th November, 1906.

## ELEGRAMS.

[Reuter's.]

Storm in the Riviera. LONDON, 4th November.

A great storm, accompanied by a tidal wave, has done much damage in the Riviera. Nine to pedoers have been wrecked at Toulon, and the shipping has suffered severely.

The Borough Elections. The elections for the Borough Councils in England show a sweeping victory for the Moderates. In London the Progressives and Labourites were everywhere routed.

Mr. Balfour, in a speech in London, on the Borough Council elections, said that the results showed the country was beginning to see through the platitudinous pretence, by which the Government obtained office.

North Pole Exploration.

Advices received at Hopedale, Labrador, state that the explorer Peary is returning, after having reached 87.6 deg. the farthest north yet achieved.

The Governorship of New York, The campaign for the governorship of New York surpasses all previous elections for passion and vehemence.

President Roosevelt, being unable to per-(sonally participate in the governorship of New York, has commissioned Mr. -Root to declare that the election of Mr. Hearst will injure and discredit honest labour and honest capital, Mr. Root denounced Mr. Hearst as as deliberate demagogue, an exploiter of sensationalism, an applogist for the murderer of President McKinley, and an upstirrer of useless discontent. After Mr. Root's speech, the betting on Wall Street in favour of Mr. Hughes, advanced to 4 to 1.

Wireless Telegraph Convention. The Wireless Telegraph Convention has been signed. It is understood that the British Delegate is satisfied with the results and believes that naval interests are fully

> "MANILA BHILBUILDING" CONTRACTS.

safeguarded.

HONGKONG AWARDED PART.

It will be remembered that, on the 27th September last, we printed in a special telegram, the detailed tenders for the building o four vessels for the Quartermaster's Départment of the U.S. Army in the I hilippine Islands.' The Hongkong Dock Co, and the Shanghai Dock Co, were the only firms which submitted ten-

CANTON DAY BY DAY. SUR MATTHEW NATHAN'S INVITATION

[From Our Own Correspondent.]

Canton, 5th November The British Consul-General here transmitted to H.F. Viceroy Shum a telegram from the Governor of Horgkon, H.E. Sir Matthew Nathan, inviting the Viceroy to pay him a visit when he reaches Hongkong, on route for this new post. The Viceroy has declined the in-

vitation on account of his ill-health, PROPOSED RAILWAY BANK. A certain wealthy gentleman of Canton has consulted with Mr. Lo Po Shun, a member of the committee of the Yuet-han Railway Co. with the view of establishing a banking cor-'poration in connection with the failway com-

pany with a capital, of \$4.000,000. This genful refloating of the Kanshan, takes a prominent | 11 man volunteers to subscribe half of the capital, if the company subscribe the other moored near the week with pumps aboard half. A meeting of the company will be called "SAINAM" PIRATES EXECUTED. cofferdams were built by the Dock Co.; with. On the 3rd instant, three pirates, who were

charged with being privy to the raid on the s.s. Sucrem were behended on the Execution why to the grounds, they showed not the slightest sign of fear and sang and chatted gaily as they went along.

THE RICKSHA ROYALTY. The Po Wun Company has applied to the Sin Han Kuk (Board of Reorganisation) for the privilege of running rickshas on the new bund for an annual royalty of \$15,000 for a term of to years. In reply the Department states the standing toyalty for the privilege for this ricksha traffic is quoted at \$20,000 for a term extending three years only and that the Company's application will not be granted on the aforesaid conditions.

CANTON CHAMBER OF COMMERCE. About a month ago a committee of about 50 members of the Canton Chamber of Commerce were elected unanimously, but the positions of president, and vice-president have not yet been decided upon. Telegraphic instructions have now been received from the Board of Commerce (Shangpu) at Peking, asking the Chamber to furnish the Board with a list of the different officials of the Chamber, together with the names of the president and vice-president. for registration. A public meeting will be held on the 6th instant, to elect these officers and the names will be transmitted to the Shangpu at an early date

THE CANTON-H NK W RAILWAY. H.E. Viceroy Chang Chi-tung wired to the Board of Commerce and H.E. Viceroy Yuan Shi Kai, requesting them to send Mr. C W. Kinder, the british engineer of the Pei Yan Railway, to the South to be the Chief Engineer stood the application has been refused,

THE SHANGHAL DOCK AND ENGINEERING CO., LU.

THE WHARF AND GODOWN SCHEME. EXTRAORDINARY GENERAL MEETING.

An extraordinary seneral 'meeting of the to enter into damaging competition wit above company was held at 26, Broadway, similar existing institutions. There are three Shanghai, on 1st inst, for the purpose of con- ways in which this property might be dealt sidering a proposal which had been made by with. Under happier circumstances it might thirty-eight shareholders for the formation of a be used in the extension of our present busi-Old Dock property and part of the property do not encourage this plan: besides, we

Mr. John Prentice (Chairman) presided.

The Chairman-Gentlemen, this meeting as you have heard has been called by thirty-eight shateholders and I believe Mr. Taylor is going to propose a resolution. Mr. Taylor!

pose the following resolution, of which notice this valuable property in such a way that the has been given .- That the directors be and shareholders of the Dock Company will get they are hereby authorized to dispose of the the full benefit without being called upon to property known as the Old Dock, situated in put their hands into their pockets. And that Housew, and of part of the property situated is the way it is proposed to carry out the idea. tional Docks, as lately advertised in the public separate from the Dock Company, will be ly, that each shareholder in the Shanghai Dock shares will be afforted to the Dock Company. and Engineering Company, Ld., shall, receive one fully paid-up share of the value of TIs, 25 m such new company for each share held by him in the Shanghai Dock and Engineering Cempany, Ld.—1 am. aware that an amendment is to be put, and I shall therefore not speak on this resolution. It is an amendment which has my full concurrence, and it will be brought forward after this resolution has been seconded.

The resolution was seconded.

Mr. F. E. Taylor-The promoters of the scheme to be submitted to you to-day have been informed that the wording of the resolution, as read to you, does not sufficiently safe guard the interests of the shareholders in the Dock Company; and as it has been taken in hand for your benefit, they have had it amended by a lawyer, and have deputed me to move it, ascrediafted, in the form, of an amendmen to the original resolution. I, therefore, beg

leave to propose the following amendment :-That resolution No. 1 shall read: "That the Directors be and they are hereby authorized to dispose of the property known as the Old Dock situated in Hongkew and of part of the property situated between the Cosmopoliting and International Docks as lately advertised in the public Press to a limited company to be dicorporated under the Hongkong Ordinances with a capital of Tls. 1,780,000 in shares of Tls, 25 each and having for its princ pill object the construction of wharves and of gorlowns or the property to be sold, and the carrying on o the business of whatfingers, and that the consideration for such sale shall be the sum of Tis 1,380,000 to be satisfied by the allotment issue to this Company or their nominees of \$5,200 fully paid-up shares in the capital of such pro posed new Company.1

I may mention here that the second resolu tion regarding the reduction of capital will not the moved, as we are advised that it is unnecessary and premature it this stage. It concern a matter which may be left to the Directors. and which would not be convenient to dea with until the arrangements with the new Company are satisficationly completed. Before say ing anything regarding the amended resolutions I wish to correct certain misconcéptions, might almost call them wilful mis-statement which have been current lately. It has been said that the scheme now to be proposed ha been invented by certain speculators for the purpose of influencing the market; that it is not intended to materialize; that if it does material ze it will not pay; and that even afti pays you can expect no return for at least, four years. Every one of these statements is untrue. The scheme owes its inception to Mr. A. M. Marshall, and has been elaborated by him in consultation with some of the keenest business men in the place. Since his election to the Board, Mr. Marshall has been very active in our interests, and as his own business has made him aware of the pressing need for more ficilities for the discharge and storage of cargo, he has conceived the idea of benefitting the shareholders of this Company by showing them how they can make a profit by supplying that need. If you pass the amended resolution the scheme will rapidly take concrete form, and I shall shortly lay hefore you figures showing that there need be no fear of failure. Above all things I wish to make it clear that this is an honest scheme. Tast experience may have made you a little shy of "definite offers " and the like, but I beg to assure you that, this scheme has been taken inhand, with the object of benefiting the shareholders of the Dock Company and that no one else will make anything out of it. Therei another point I wish to touch on. The letter signed by thirty-eight shareholders was a liminary proposal intended for the information of the Directors, specifying the business to be transacted at this meeting, as required by paragraph 63 of the Articles of Associations It was not intended to be circulated as an offer to the shareholders, nor to be considered as the definite form of a resolution to be submitted at this meeting. Since the letter was sent in, the promoters of the scheme have been hard at work considering ways and means. The first idea of offering alternatively cash or scrip has had to be abandoned, in order that the debenture money may be more easily

raised. But you will understand that the scrip

offered is of higher face value than any cash

offer could have been under present circums-

tances. Now, gentlemen, you are aware that we

have certain valuable property that practically

gives us no return. The passive policy of letting

it alone with the idea that it would increase in

value every year may have had something to

be said for it in the past, but we consider that

the time has come to do something of a more active nature. So much potential wealth must not be wasted, and it would be altogether unreasonable if our desire to develop our property in the most profitable way were to give tise to untagonism or to the impression that we wish

Wharf and Godown Company to acquire the ness; but conditions I need not enlarge upon between the Cosmopolitan and International have other land available for that. We might sell it outright for cash if we could secure a suitable offer. There are those who The Secretary read the notice convening the are anxious to obtain the property at their own figure, and who think that by waiting long enough they will succeed. In this I hope you will show they are mistaken. They would only purchase to make a profit out of the deal, and it would seem the wisest plan to dispose Mr. Taylor-I will not propose it. Mr. Hogg of it to ourselves and make the profit ourselves. This is what is intended by, the scheme sub-Mr. E. Jenner Hogg-I rise formally to pro- mitted to you to-day. It is proposed to develop between the Cosmopolitan and the Interna. A new Whatf and Godown Company, entirely press to a new company to be styled "The floated with a capital of Tls. 1,7'0,000 in 71,200 ---- "or the following consideration, name. | shares of Tls. 25 each, 55,200 fully paid-up and will represent a payment of Tls. 1,380,000 for the Old Dock and for 110 mow of waste land between the Cosmopolitan and International Docks. The remaining 16,000 shares will not be issued until the business of the new Company justified or demand, more capital. The actual cash for developing the property will be provided by means of 7 per cent debentures to the aniount of Tls. 1,220,000 to be issued as funds are required; and the placing of these debentures will be the work of the Committee to be nominated by you. I am authorized to say that, once you have given the Committee the vecessary authority, there will be no difficulty in this matter. The first question we have to ask ourselves is whether the amount to be raised by debentures will be sufficient to develope the property. Three independent sets of estimates have been drawn up, and we have selected figures rather in excess of the highest, so as to be on the safe side. We fin! that Tls. 400,000 will cover the cost of building six four-storeyed godowns on the Old Dock property, fully equipped with electric I fts, electric light, water supply hydrants,

etc., as well of partially filling in the Dock, leaving a space for lighters to enter and dis-

charge. The expenditure on the Cosmopolitan property will be TIs. 600,000, and will provide six four-storeyed godowns, together with wharves, raits, trucks, cranes, lifts, etc. This makes a total expenditure of Tis. 1,000,000 and leaves us with Tls. 22,000 for interest and contingencies. The next question to be considered is whether the enterprise will pay, and may say that we have already received assurances of a considerable volume of business. In the Old Dock we shall have storage space for 2,700,000 cubic feet of car, o. The current rate

for storage appears to average over one and half tael cents per cubic foot. I admit that this defendant \$25, the remainder being discharged. is a rough approximation. Charges are made by the picul, cask, case, bale, cubic foot, etc., but I assume that they all bear some relation to the space occupied. I have here a list of charges, and judging from the rates per cubic foot, the average I have taken seems fair. Now assuming that our space is only half occupied and that the rate is only three-quarters of a tael cent, the Old Dock property should earn Tls. | Steamboats \$27, Shell Transports. 31/-, Dairy 121,500 per annum. On the other side we shall | Farms \$17, Electrics \$15; Tramways \$215. have storage space for about 3,600,000 feet,

open of coal, timber, old iron and other cargo, this would be sufficient, after paying the interest on the debentures, to allow a dividend on the shares of over 14 per cent. \$121. This, Gentlemen, is the scheme we propose for the development of part of your unremunerative property, and it lests with you to decide Humphreys Estates \$114. whether you will sanction it. It will deduct nothing from the dividends you receive from the Dock Company, as the earnings of the Docks will not be lessened. Giving up the Old Dock will be a saving, not a loss of income, and the 110 mow of land on the other side brings you in nothing. On the other hand the scheme promises a handsome dividend which cannot

be carned under present conditions. The criticisms of the scheme that I have heard can be easily disposed of. There are still people in Shanghai who do not realize the pace at which the trade of the place continues to grow and they argue that only the unusual conditions of the past year are responsible for the large profits lately made in godown business. forget the number of men, by no means foolish. who have considered it to their advirtige to erect godowns in various parts of the Settlement, and they forget the influence likely to be Board and by the extension of the railway Neither do they seem aware of the difficulties at present experienced by shipowners in finding

accommodation for the discharge and storage of cargo. Judging from the past and looking to future expansion, it seems a safe prophecy that your property, if developed as suggested, will couble in value within ten years. I ne thing you may be sure of: if we do not take this scheme in hand, others will do so and will make the profits we ought to secure for ourselves. An argument against the scheme is that the shareholders will raise entagonism in certain quarters and alienate business

far-fetched, as the business of the Dock Company depends on a management which gives good work for reasonable prices and shows a proper energy in securing patronage. Moreover, by advertising the land for sale the Directors have shown that they recognize the advisability of disposing of it, and the use we propose to put it to is probably what any purchaser would do with it. Further, doubts are expressed as to whether the debenture money can be

from the Dock Company. This seems rather

raised and about the payment of the interest, [Continued on page 6.]

KINDNESS KEPAID.

THEFT OF A TYPEWRITER.

George E. Steel, an American, was arraigned before Mr. C. A. D. Melbourne, this morning, it the Police Court, on a charge of stealing an Underwood typewriter valued at \$250, the property of the Oriental Construction Company, on the st instant; and D. Neyer was charged with receiving the said typewriter, vell knowing it was stolen, and pawning it.

The first defendant denied the charge of heft, while the second defendant averred that he did not know the typewriter was stolen when he took it to the pawnshop.

Evidence was led. A representative from the Oriental Construction Company said that the first defendant was allowed the use of the typewriter in his office at all times when the machine was not being used. He had been using it for some time. Last wee' witness went to Canton, and on his return he found the typewriter musing. He wrote to Steel about it, but received no reply. He went in search of Steel, and after some days found him in a local tavern. He inquired of him where the typewriter was and he was told that it was pawned. He then asked Steel togo with him to the police station, which he did willingly. At the station Steel said that he gave the typewriter to Meyer, who pawned It for \$50. This led to Meyer's arrest.

The pawnbroker was called and he recognised Meyer as the person who pawned the typewriter. Meyer on the other hand satisfied the Court that when he took the machine from Steel he thought the machine was Steel's pro-

His Worship found Steel guilty of theft and sentenced him to three weeks hard labour, Steinway, while Meyer was discharged . . .

' THE WANGHALBRAWL.

JAPANESE PLEADS GUILTY AND IS

- CONVICTED. The case against the three Japanese, of Hillside Terrace, Wanchai, who were charged with kniffing one of their compatriots on the attheultime, and who were held by the police pending the arrival of news from the Government Civil Hospital as to the wounded man's condition, was yesterday concluded at the Police Court. The confplainant, one Gisabuso Abata, although suffering from multiple knife wounds, had recovered sufficiently to leave he hospital. The complainant and defendants and a numher of other Japanese, it will be remembered, were having a drinking bout in their house-Before many hours had pisted three bottles of whisky and a good many bottles of beer were consumed. After this aquarrel ensued and the defendants were alleged to have attacked complainant with knives. Streaming in blood the complainant made his way into the street, where he was met by a policeman, who took him to No. 2 Police Station, and the defendants were later arrested. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for one of the defendents, who admitted the charge. The other defendants denied everything. Mr. Grist begged for a light sentence, averring that the man was drunk at the timer Mr. C. A. D. Melbourne, who heard the case, fined the first

## COMMERCIAL

TO DAY'S INTELLIGENCE.

Buyers:-National Banks \$47, Hongkong Fires \$3321, China Fires \$95, HK., C. and M.

Sellers: Unions \$775, Cantons \$300, Indowhich on a similar basis of calculation should | Chinas \$73, China and Manilas \$23, Douglases cain 71s, 162,000 per annum, or a total for the | \$40, China Sugars \$145, Raubs \$91, Hongtwo properties of T.s. 283,500. As the working | kong Docks \$151, Kowloon 'Wharves \$90, expenses would be more than covered under Hongkong Lands \$105, West Points \$50, ordinary direumstances by the dues paid Cottons \$13; China Borneos \$10, China Providby steamers, and by the storage in the ents \$9.25, Cements \$19, Ices \$236, Ropes \$23, China Light and Power Sto, A. S. Watsons \$121. Powells \$8.

Sales:-Hongkong Banks \$8171, Watson

Nominal :- Shanghai Docks Tls. 104, Hongkew Wharfs Tls. 232, Hongkong Potels \$1124,

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Selling. London-Bank T.T......2/31 America—Bank T.T. ...... 551 Germany—Bank T.T. ......2.34 .. demand ..... 171 Shanghai-Bank T.T. ......72 Japan-Bank T.T. ......112 Java—Bank T.T. ...... 3 4 months' sight L/C......2/4k 6 months' sight L/C. .....2/4 5/16 30 days' sight San Francisco & New York .. 561 4 months' sight to days' sight Sydney and Melbourne .....2.4% 4 months' sight France......293 4 months' sight Germany ..... . .......... 2.40 

## To=dan's Advertisement.

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"ERNEST SIMONS," Captain Bourdon, will be despatched as above, on or about MONDAY, the 12th instant. For Freight or Passage, apply to G. DE CHAMPEAUX, Hongkong, 6th November, 1700.

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. (Subject to Alteration). PROPOSED SAILINGS. LHAVE HONGKONG ARRIVE"VANCOUVER "EMPRESS OF INDIA" ......6,000........THURSDAY, November 22...... December 19 "EMPRESS OF JAPAN".....6,000......THURSDAY, December 20......January 7 "MONTEAGLE" ......6,163.......WEDNESDAY, December 26...January 19 "TARTAR"......4,425....... "EMPRESS OF CHINA".....6,000......"

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Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports. \* These Steamers have superior accommodation for First-class Passengers, and 'are fitted throughout with Electric Light.

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Hongkong, 6th November, 1906.

Himakong 25th October 1906.

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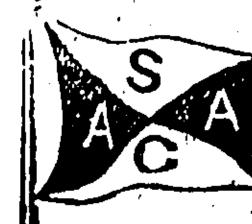
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GENERAL MANAGERS. Hongkoug, 3rd November, 1906.





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NEXT SAILINGS OUTWARD.

FOR SHANGHAL, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENTSIN VIA SHANGHAL.

HOHENSTAUFEN ...... Jaeger ...... 2nd December: Bahle ...... 2nd January. SCANDIA ...... 1st February. HABSBURG ...... 4th March. RHENANIA ..... 3rd April.

NEXTURALLINGS HOMEWARD. FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHENANIA .......Capt. v. Hoff .......4th December. SILESIA...... 8th February. HABSBURG ..... 5th April. SILESIA..... 12th July.

### FREIGHT SERVICE.

NEXT SAILINGS OUTWARD. FOR SHANGHAI, KOBE & YOKOHAMA, RHENANIA ........ 7th November. FOR SHANGHAL, KOBE & YOKOHAMA.ANDALUSIA ...... 13th November. FOR SHANGHAI, KOBE & YOKOHAMA.AMBRIA ......26th November. FOR SHANGHAI, KOBE & YOKOHAMA.HOHENSTAUFEN. 2nd December.

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at throughrates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genou, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR ANTWERP and HAMBURG ...... YEUTONIA ...... 8th Nov. FOR HAVRE, BREMEN and HAMBURG ...... BRISGAVIA .......... 5th Nov. FOR NAPLES, HAVRE, BREMEN & H'BURG, RHENANIA ........ 14th Dec. FOR HAVRE and HAMBURG ......ANDALUSIA.....28th Dec. FOR NAPLES, HAVRE, BREMEN & H'BURG. HOHENSTAUFEN. 71th Jan. FOR HAVRE and HAMBURG.......ALESIA ......25th Jan. FOR NAPLES, HAVRE and HAMBURG ......SILESIA ................ 8th Feb. Hongkong, 5th November, 1906.

"SHIRE" LINE OF 'STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship "MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 15th of November, and will be [6] followed by the Steamship

"FLINTSHIRE" on or about the 20th November.

For Freight and Passage, apply to SHEWAN, TOMES & Co.,

Hongkong, 16th October, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS. THE Steamship

"DAKOTAH" will be despatched for the above Ports; on or

about the 21st November, 1906. For Freight and further particulars, apply to SHEWAN, TOMES & Co.,

Agents, [1034 Hongkong, 24th October, 1906.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, Calling at Manila, Timor, Port Darwin and Oucensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

"EASTERN," Captain McArthur, will be despatched for

the above Ports, on SATURDAY, the 1st December, at Noon. This well-known Steamer is specially fitted for l'assengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.-To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms,

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 30th October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, VIA JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons. Captain W. E. C.S. Filmer, will be despatched as above, middle of December. Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has splendid Accom-modation and is fitted throughout with Elec-

tric Light. A duly qualified Surgeon is carried. A For further information, apply to K. MATSDA, Manager,

York Building. Hongkong, 4th October, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK. (With liberty to call at Malabar Coast),,

THE Steamship

"YEDDO,"

Captain Cowley, will be despatched for the above Port, on or about the 13th November. For Freight, apply to

ARNHOLD, KARBERG & Co., Hongkong, 3rd October, 1906.

## To Let.

TO LET.

FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to— X. Y. Z. Clo Hongkong Telegraph. Hongkong, 17th October, 1906.

TO LET.

"NE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any

Floor Area 6, too square feet. Apply to-

JARDINE, MATHESON & Co. Hongkong, 15th October, 1906. 1009

TO LET.,

TUROPEAN SHOPS, OFFICES, and C GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vœux Road Central, (formerly occupied by Messrs, Shewan, Tomes

> Apply to-HO TUNG;

Compradore Department, Jardine, Matheson & Co. Hongkong, 26th September, 1906.

TO LET.

FFICES in King's Building and YORK BUILDING. GODOWNS on PRAYA EAST.

A HOUSE in CLIPTON GARDENS, Conduit Road. A HOUSE in RIPON TERRACE. A HOUSE in Wong-net-chong ROAD FLATS in MORETON TERRACE.

Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

.TO LET. ....

Hongkong, 5th September, 1906.

HOUSE in KNUTSFORD TERRACE Kowloon. Apply to-

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 31st July, 1906.

## Untimation.

## THE HONGKONG TELEGRAPH.

1. ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS :- Telegraph, Hongkong.

HE leading English Newspaper in China Also widely circulated in Japan, Cochin China Ceylon, India and the Far East ganerally. 🕝

A daily newspaper with weekly edition published for despatch by the homeward mai The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

#### ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far

Special attention given to effectively display. ing advertisements.

The type used as a standard for setting advenisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.



## DOMESTIC OCCURRENCES.

Br each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS

Special Rates for standing advertisements [1013] can be ascertained from the Manager.

> Advertisements for the Daily should reach the Hongkong Telegraph Office not later than moon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBBING DEPARTMENT.

· Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CIRCULARS,

FXPRESSES

All job printing is done ander European supervision, well turned out, free from errors, and remarkably cheap at

CARDS.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to still be getting our Tls, 18 or Tls, 20 on the

> THE MANAGER, HONGKONG TELEGRAPH CO., LD. I, Ica House Road,

THE SHANGHAI DOUK AND -BNGINEBRING CO., LID.

The answer is that inquiries have made it clear

[Concluded from page 5.]

that the Committee will be able to get what is wanted, that we shall shortly be able to pay the interest out of earnings and that we shall bave ample funds to meet the interest before that time arrives. You must not be led away by the wild talk indulged in by interested parties. who say that nothing can be earned for at least four years. The Old Dock property should be completely developed in twelve or at most fifteen months, and eighteen months will be sufficient to develop the property on the other side. I am told that we can begin to earn something before everything is completed. The objection that if we wait longer we shall get more for the land appears to me particularly futile. The result of offering the land for sale shows that the present offer is favourable, and it would be foolish to wait an indefinite period in the hope of getting an extra lakh or two when we can send up the value of the property immediately by developing it, and earn a handsome dividend into the bargain. You must not forget that capital at 7 per cent doubles itself in about ten years, but there is no prospect of our land, if left undeveloped, increasing in value at that rate. I wish strongly to impress upon you that if you pass this resolution you will simply authorize the proposed Committee to carry out the project if they find it feasible. Without your authority they can do nothing: for instance, they cannot make arrangements for placing the debentures. We pledge ourselves that at the Confirmatory Meeting the Committee will present a full report in which they will inform you whether the estimates of expenditure are within the mark, whether the profits expected are likely to be realized, and whether the debenture money can be raised without any difficulty. If you are not satisfied with the report, or if in the meantime a better offer has been received, you need not confirm your decision of to-day and you will have lost nothing. On the other hand, if you pass the resolution, you will obviously be in a much stronger position for dealing with any offer that may come along. There is some vague talk of expected offers, and you will make it clear that they must be better than Ils. 1,380,000. In other words you start competition which is healthy, and under any circumstances the report of the Committee will be an excellent advertisement as it will show what can be done with your property. Gentlemen, we are passing through hard times. Our shares show a serious depreciation and our dividends have fallen. It is time we did something to help our. selves by pulling together. This is an honest and practicable scheme which men well able to judge are convinced will be very profitable. and the opposition to it in certain quarters shows that success is anticipated. Seeing that you will have an opportunity of reversing your decision at the Confirmatory Meeting, if not entirely satisfied with the seport of the Committee, I urge [you to give it a chance and to see what the able and experienced men to be nominated under the next resolution can do for you. (Applause).

Sir Charles Dudgeon-Mr. Chairman and gentlemen. I have much pleasure in seconding the amendment proposed by Mr. Taylor. You have heard the very full manner in which Notices of Births, Deaths, and Marriages, he has explained the scheme, and it is therefore not necessary for me to say anything further I would like to say it seems to me that seeing the amount of dead assets which we hold in this company that it is a business-like proposition that we ourselves should take up the question of developing these dead assets, for the benefit of the shareholders in this company. That seems to me a perfectly sound business proposition. I have nothing more to say but that I second the amendment. The Chairman-Has any gentleman got

anything to say? Mr. Holliday-I rise in support of Taylor's amendment to the resolution. He and Sir Charles Dudgeon have alre, dy dealt so fully with the matter that there does not appear anything left for me to say by way of elucidation. This I would like to say. I have been into the matter somewhat closely with the promoters and, as Mr. Taylor will tell you if you ask him, all the awkward questions a misplaced ingenuity could suggest. In the end I had to admit that taken all round the schenic was sound and teasible. At any rate one thing was perfectly clear; it was no device on the part of the bulls or bears to boost up or to run down the shares

of the company, but an business-like and genuine attempt to turn a non-dividend earning asset into a dividend-earning one. We ought to look at the matter in the dual capacity. of prospective shareholders in the new company and shareholders in the Dock Company. Really and truly our interests are so identified that it is impossible to distinguish between them. Now as to the scheme itself. As far as my limited experience goes there is room for another godown company in Shanghai, and I believe one which will take for its motto civility and efficiency is tolerably sure of success. (Applause). Of course in a commercial undertaking there is always a risk, and we shall no doubt have our lean years as well as our fat ones. But I cannot help thinking that a fair return of capital over a series of years is practically certain. I should like to emphasize the point that, granted a new godown company is to be started, we are the people of all others at the present moment best suited to start it. We have already got our shares in the Dock Company, and we shall continue to get a return on them, perhaps of Tis. 18 or 20 a year (laughter) so we can wait for the completion of the development of the property is a way that others, who had to payfor their shares in cash, would be unable to do.

mend Mr. Taylor's amendment to your favouratle attention. (Applause.) Mr. A. L. Anderson,-There is one thing that Mr. Taylor did not make quite clear in his

When the development is completed we shall

Dock and in addition whatever dividends the

new company may earn. In conclusion I com-

Nov., 3 P.M.

10th Nov., 2 F.M.

able speech and that is how, rafter the tenmonths have elapsed during which the Bock is to be panially filled up, these magnificent godowns are to be built, with electric light and lifts and cranes, how at the end of the first twelve months when the debenture interest falls due it is intended to pay it without any money. Does he expect to be able to pay the 7 per cent interest on the debentures after two months' working? I should be glad to hear how it is to be done. I do not for one moment suppose that the principal would be used to'pay the interest.

Mr. White Cooper-The answer to that seems - to be so simple that I am really somewhat surprised at its having been put at this meeting. This company will not be the first company that will have taken some little time to com-'plete its works. The usual practice at home in cases of this kind is to borrow more money than is required. The surplus of the borrowed money is then applied in payment of interest until the earnings of the company are sufficient for it to pay the interest for them. Of course if you were to pay interest on borrowed money 'out of your share capital you could not pay any dividends upon your capital until you had repaid the interest on the borrowed money, But if you have borrowed sufficient, money to pay the interest there is no necessity to pay it from the earnings straight off. That is the answer to the question; and it is done at home year after year in the case of railway companies and other concerns which are not in a position to p y interest until certain works have been completed.

Mr. A. L. Anderson-Then I understand that part of the principal of the debentures is to be devoted to the payment of interest. The Chairman—Exactly, 🔠

Dr. . Reid-Having invested a little money in Messrs. Fainham, Boyd & Co. I have learnt to be a little hesitant about investing money in any other company. (Laughter). The gentlemen who have spoken are practical men and business men, and they have not spoken many words in favour of the Dock Company, but they have spoken in favour of the proposed company. But I am not perfectly satisfied. that thi gs are so favourable, and I do not wish to sail out on a new ship and face a new storm. It has been said it would be very easyto secure the money to pay the interest. Very well, then let the men who can secure the money and interest pay the Dick Company for its valuable property. I am ready to take my Tis. 2; and let the money go into the Dock Company, and let us use it fo the development of its work. I am not willing to go into a new compan. One is enough for me. (Loud laughter) I do not know how many propositions have been brought forward, New propisitions are always being discussed, and new comes this mammoth proposition moters are most sanguine. It is magnifice to . They say that money is sure to come in; and that a dividend of 14 per cent will be paid. Well let the money come right in -let it walk

right in, but let these gentlemen pay the Dock Company for its valuable property \_\_Mr. Tay for-Perhaps Dr. Reid would make an offer to rent the land at the opposite side to feed cows on.

Mr. Read-I am prepared to take over Dr. Reid's interest at to-day's quotation straight off.

Dr. Reid accepted the offer. Mr. Nielsen-Unfortunately I was unable to follow the discussion. The various speakers must have given some details of the profits expected of this concern. I do not know whether they have given us any hint of what we are to earn. I should like to ask how they have arrived at their figures, and if they con-ulted any technical people. We all know of course that Mr. Marshall and another gentleman represent big steamship companies, and naturally there is nothing more descrable as far as their business is concerned but to get more wharfage, I sympath ze with them: If we were in the same | Tarzuan, for Singon, . position we should want to get the same thing. What I want to know is on whose authority the | Kumtang for Calcutta earnings of the company are based. I have Sungkiang, for Manda. consulted some people whom consider author. Mailan, for Pakhol. Ities on the point, and if i have this question | Riojus Maro, for Singspore. answered I shall be glad to give you what my authority says about the expected future earn- Prisonulak, for Canton, ing capacity of the company.

The Chairman-I call upon Mr. Taylor to Dakotah, or Canton. Mr. Taylor-I think Mr. Nielsen had better look at the report of my speech in the paper to-morrow. I do not wish to repeat all I have

Mr. Nielsen-I am sorry you will not repeat it. I consulted a technical expert-(Cries of Name I name iname ! as the peaker andea-

voured to continue.) The Chairman -What was the name of the Wilson, Capt, W. Eberhardt, Capt. Mangelsckpert ?

Mr. Nielsen-I should have to ask his permission first (Laughter). Mr. Anderson-The figures laid before is buby and servant, Consul Dr. Heintre and were by Mr. Taylor himself. They were laid servants, Messrs. C B. Woodhead and family,

before us on the authority of Mr. Taylor, who, as we all know, is an authority-on gold mining in Weihaiwii (Laughter). Mr. Taylor-| told you what the space in the godowns would be. I can let you figure it out

yourself. It seems to me a very simple pro-Dr. Reid-I would like to have the views of and 64 Chinese,"

this other man. Why can't Mr. Nielsen give them without the name? The Chairman (to Mr. Nielsen)-Can you give the figures wit out the name.

Mr. Nielsen-He said that if this company were started with a capital of Tls. 950,000, about one-thirdef what it is intended to start with, in his opinion it would be able to care six per cent under very favourable circumstances. How much would be earned on a capital of Tls. 3,00% co you can probably figure out for yourself by rule of three. Dr. Reid-1 should like to know the opinion of the Directors

The Chaleman. - The Directors are neutral, Dr. Reid.-They should have formed some opinion. The responsibility rests largely with

A Shareholder,-You have sold your 'shares, The Chairman.-The Directors decided to leave the matter entirely in the hands of the shareholders. It is entially in your hands to decide what you would think best for the company. If no other gentleman wither to say anything I shall put the amended proposition to !

be meeting. Dr. Reid.-I should like to know whether he men who formed the proposition are willing o purchase the property.

The Chairman - T. Reid, you have heard Dakotah, Br. s.s., 2,300, Koss, 5th Nov -San 26th October-Gloucus, Nubla, Salasle, Mont. he amended proposition which was proposed y Mr. Taylor. They do not propose to pay ish for it. They propose to give a Tis. 21 tare to every shareholder in the Dock Cominy. Mr. Taylor stated that quite clearly. The amended resolution, proposed by Mr.

after and erconded by Sir Charles Dudgeon, as then put to the meeting and declared assed, 36 hands being shown in favour, and Eastern, Br. s.s., 2,272, W. G. McAtthur, 3rd Maru, Prins Rittl Friedrick, Alesta, Orestet, The Chairman .- I will now put before you

the resolution proposed by Mr. J. E. Hogg. Mr. Hogg.-With the consent of the seconder beg to withdraw my resolution as the amend. ment has been carried.

The Chairman.-Mr. Hogg has withdrawn is resolution and the amedment is carried. he promoters withdraw the second resolution

Mr. Taylor. - I have much pleasure in pro- Fooksang Br. s.s., 1,987. W. E. Sawer, 5th posing the following resolution: That the following gentlemen, Messrs A. M. Marshall, C. R. and W. If. Barham he appointed, as a committee to carry out the above resolution (Mr. Tayfor explained that theoriginal resolution was intended to refer to the two resolutions, but the second having been withdrawn, he would with the consent of the meeting alter the present resolution accordingly. (There were no dissentients to this.) I wish to say that we are quite open to accept amendments to this resolution, or additions to it. All the gentlemen | Hue, Fr. s.s., 705, J. Pannier, 5th Nov.,here named have kindly consented to take up this work, and you will see that we have three agents of very large shipping firms, and three pretty well-known business, men, I think you could have the matter to them. If you think your interests would be better secured by appointing someone elle we shall be happy to accept them. We shall, however, be opposed to including anyone who has voted against this

Dr. Gilbert Reid-I beg to propose Mr. Keong Wai, Ger. s.s., 7,115, Köhler, 28th Cct.,

Mr. Hogg seconded Mr. ! avlor's resolution. The Chairman-I am afraid Dr. Reid you cannot put a man on the Board who has retired and is living out of the place.

Mr. S. Laurence-Might I ask if any cash offers for this property have been received? The Chairman-None, sir. No cash offers were received.

The resolution was carried without dissent, The Chairman - That concludes the business f the meeting. he meeting terminated with a vote of

## Shipping.

thanks to the Chairman .- N. C. 71, News.

Arrivals.

l'rinzess Alice, Ger. s.s., 10,910, Ch. Polach, 5th Nov. - Yokohama 27th Oct. Mails and Gen.-M. & Co.

an Domingo, Dan. 8.5, 2,742, J. F. Gabe, 5th Nov, -Europe 5th Oct., Gen.-M. & Co. Kaifing, Br. s.s., 986, E. Fintayson, 6th Nov., -Ningpo 3rd Nov., Ballast. B. & S. Yuensang, Br. s.s., 1,128, F. Mooney, 6th Nov,-Manila 3rd Nov., Gen.-[., M. &

Dardanus, Br. s.s., 2 92, H. Nicholas, 6th Nov.,—Shanghai 3rd Nov., Gen.—B. & S. Canton Maru, Jap. 54, 2,742, S. Hirai, 6th Nov.-Nagasaki ist Nov., Gen.-Yu Hing.

Kneichow, Br. s.s., 1,215, G. Hooker, 6th Nov.,-Canton 5th Nov., Gen.-B. & S. Kwangtah, Ch. s.s., 1,536, Wm. H. Lunt, 6th Nov.,-Canton 5th Nov., Gen.-C. N. S.

Fausa: g. I'r. s.s., 1.452, Wheeler, 6th Nov ,-Moji ist Nov., Gen.-J., M & Co. Zufiro, Br. s.s., 1,029, R. Rodger, 6th Nov.,--Masila 4th Nov., Gen.—S., T. & Co.

Clearances at the Harbour Office. Haimun for Swatow Hengkong, for Haiphong. Teutonia, for Singapore! Pringers Alice, for Singapore. Riofun Maru, for Singapore: China, for Amoy. Wild, for Sing pore. *Rhenama,* for hanghai, Fastern; for Moli.

Sungkiang, for Manila, Marlan, for Holhow. Michael lebsen, for Canton. Carl Diderickien, for Hothiw, Kumsang, for Singapole. l'epajturos

N av. 6. China, for San Francisco. Den of Kelly, for Shanghai, Haimun. for Coast Pour. Ch yuen, for Canton, Hongkong, for Paiphong, Kinking, for Canton.

Passongers arrived. Per Yuensang, from Manila-Mr. Smith. Per San Domingo, from Europe-Mr. and Mis. ". Forum, 2 Children and nurse, Messrs F. Brusewith and H. Ouchterlony. Per Pringess Alice, from Yokohama-Mr. and Mis. Griffin, r. Geo. Reiche, Dr. Nobler Messis, Bruce D. Smith, A. R. Flinn, High L. dorff, Mr. Me chers-Muens, Dr. Gresmann, Messis, Francisco, Tse yat and servant, Henry Keswick and servant, Mr. and Mrs. J. Chagas,

Kadorie, Dr. Schmidt, F. Drude, Jos. Grunberg, and M.s Aug. Te ka. Per Zafiro, from Manila-Messis Meany, Hutching, Helm, Barlett, Miss Lammine, Mrs. Liong Wan Chi and children, Mesars Beattie, MacWillie, Rose, Wong Ah Yung, Maynario,

Reimers, G. Beermann, Shishido Mr. and Mrs.

 Shipping Reports Str. Dardanus from Bhanghai :- Strong N. E. winds in Formosa traits. Str. Yuinsang from Manila :- Moderate N'-

y gale, rough confused sen, and overcast Sur. Kaltong from Ningpo :- Had strong monsoon from Heishans to port with high following sea,

Str. Zefiro, from Manila:—Strong NNE, gale, with mountainous NNE, sea and overcast rainy weather throughout.

Vessels in Part

BTEAMERS. Amara, Bi. s.s., 1,566, C.J. Mattock, 28th Oct., -Swatow 27th Oct., Ballast .- ]., M. & Co. Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct., -Sandakan 13th Oct., Timber.-M. & Co. Carl Diederichsen, Ger. s.s., 954, H. Schlaikier,

Oct., Pice and Cen.- I. & Co. Chowfa, Ger. s.s., 1,055, J. Spiesen, 4th Nov., -Canton 3rd Nov., Gen. - B. & S. Clave don, Br. s.s., 2,085, Parker, 29th Oct.,-Cardiff 6th Sept., Coals. - Government.

Francisco and Sh. nghai 1st Nov., Gen .--S O. Co. Derwent, Br. & s., 1,562, J. Jenkins, 27th Oct., Regent Lustpold, Teucer, Foxley, Namur. 3rd

Drufar, Nor. s.s., 1,102, J. Bing, .29th Oct.,-

Thoresen & Co. G., 1, & Co. Elisabeth Rickmers, Ger. s.s., '908, W. Böte-

-B. & S. Empress of India, Br. ss., 3,032, E. Heetham, R.N.R., 21st Oct., Vancouver, (B.C.) and Oct., and Shanghai 18th Oct., Mails and

Gen,-C, P. R. Co,

Nov.,-Calcutta 22nd Oct., Coals .- J., M. Burkill, S. A. Hardoon, . Bridou, H. De Gray, Frithjof, Nor. s.s., 891, H. A. Haraldsen, 4th Nov., -Bangkok a7th Oct., Bice. - Angand, Thoresen & Co.

Germania, Ger. s.s., 1,7.4, H. Lorenzen, and Nov., -- Bangkok 25th Oct., Rice. -- J. & Co. Hanyang, Br. s.s., 1,207, H. Trowbridge, and Nov.,—Canton and Nov., Gen.—B. & S. Hopsang, Br. "s.s., 1,359, J. M. Hay, 2nd Nov., Samarang and Sourabaya 14th Oct , Gen,-J., M. & Co.

Haiphong vin Pakhoi, Hoihow and Kweng. Nov., 3 P.M. chow-wan 4th Nov., Gen.-A. R. M. Ithaka, Ger. s.s., 2,269, W. Fass, 2nd Nov.,-Bangvok 25th Oct , Rice,-S. & Co. Kaga Maru, Jap. 5.5., 3,906, A. Christiansen 3rd Nov.,-Shang ai 31st Oct., Gen.-N

Kanju Maru, Jap. s.s., 1,041, K. Hashimoto, 1st Nov.,-Bangkok and doihow 31st Oct., Gen.—N. Y. K.

-Bangkok 20th Oct., Gen.-B. & S. Koun Maru, Jap. s.s., 1.78 , Y. Minamikawa, 2nd Nov.,-Kobe 27th Oct., Gen -Fukusei & Co. Mandal, Nor. s.s., 1,198, E. Erickson, 4th Nov.,

-Moji 29th Oct , Coal .- Asgaard, Thoresen & Co. Mercedes, Br. 18, 2,900, J. S. McGregor, 1st Nov.,-Weihaiwei 25th Oct., Govi. Stores.

-Admiralty. Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.,-Vancouver 20th Aug., and hange

hai 11th, Sept., Flour, Lead and Gen.-C. MacLeod, Am. s.s., 901, E. Corral, 19th June, -- Manila 16th June, Ballast .- Barretto & Co.

Nile, Br. s.s., 4,179, E. P. Martin, R.N.R., 5th Nov., -Shanghai 3rd Nov. Mails and Gen. -P. & O. S. N. Co. Nissin Maru, Jap. s.s., 997, M. Iwane, 3rd Nov. - Swatow Nov., Ballasi.— 2nd Inpanese. S. de Rosario, Am. s.s., 715, M. Loper,

Blanco, 12th June,-Manila 9th June, Ballast .- Barretto & Co. Or el, Br. s.s. 2,206, G, Maddtell, 11th Oct,-Moji 5th Oct, Coal.-B. & Co. Petrarch, Ger. 15., 1,252, R. Hatje, 12th June, -Saigon 7th June, Gen.-S., W. & Co.

Phuyen, Fr. s.s., Ducroiset, 3 th Oct.,-Bangkok 21st ch, Gen. - B. & Co. Rugnar, Nor. s.s., 1,220, H. G Nielsen, and Nov., - Rajang (Borneo) 26th Oct., Timber. of India, 22nd Nov., 3 P.M. -Aagaard, Thoresen & Co. Rhenania, Ger. s.s., 6,416, C. von Hoff, 5th

Nov., - Hamburg and Singspore 30th Oct, Gen.—H. A. I., Satsogan, Am. 4.5., 428, Vitteria, 7th Sept,-Manila 4th Sept., Ballast,-Order, Sierra Morena, Br. s.s., 547, Hannah, 1st Nov., lava 23rd Oct., Sugar-B. & S. Soudan, Br. s.s. 4,107. S. de B. Lockyer, R.N.R.,

29th Oct -Southampton and Singapore 31st Aug., Govt. Store,-Admiralty. Tenn, Br. s.s., 1,346, Sommerville, and Nov.,-" Manila 30th Cct., Gen.-B. & S. Teutonia, Ger. s.s., 3,100, L. Gustenbran, 3th Nov.,-Hankow 31st . ct., Gen.-H. A. L.

Ting ang, Br. as, 1,096, Reynolds, 5th Nov.-Canton sth Nov. Gen -1, M. & Co. Tsinan, Br. 5.8., 2,300, C. Lindbergh, 26th Oct., -Sydney 5th Oct, and Manila 24th, Gen. -B. & S.

Young, Am. s.s., 469, H Nelson, 16th Octa-Amoy 14th Oct., Ballast .-- Yeng Chung,

SAULINO VESSELS. Eclipse, Br. bk., 2,968, J. McBryde, and Oct., -Canton 1st ct., Ballast.-S. O. Co. Eskasoni, Br. ship, 1,670; Wm. McBu nie, 12th Oct., - Manila 13th Sept , Ilallast - Order. F. Chapman, Am. ship, 2,013, R. Banfield, 25th lug.,-Manila 15th Aug., Ballast -A. K. & Co.

Prince George, Nor. bk., 472, A. R. Anderson. 18th Oct.,-Manila 26th Sept, Old Iron .--

S.	P. Hetchcock, Am.	ship,	2,086 Aug.,	S. Bal	L. last	<b>Z</b>
•	K. & Co,		6-1	, <b>-</b>	,	•
		<del></del> -	<del></del>	•		

Steamers Expected,								
Vessels.	0	From	Agents	Dia				
Formosa Arratoon A' Ernest Sime Nippon Mar Sanoki Mare Tjimahi Athenian Kutsang Emp. of Jap	car ons u	ingapore ingapore apin	D, S. & Co M. M. T. K. K. N. Y. K. J. C. J. L., C. P. R. Co L. M. & Co	Nov. 8 Nov. 12 Nov. 12 Nov. 13 Nov. 15				

DOCK RETURNS. HONGKONG AND WHAMPON DOCKS.

l			
H.M.S. Taku	at	Kawloon	Doc
Montanes			19
Borneo	•• ,	11	
Monteagle	1.4.		11
Empress of India	11	10	13
Amara	1.34	19	11
Charles Hardouin		101	14
Chowtai	•••	199 27	٠.
Sabre	, 12 51	0	18
Standard	11		11
Hygeia :	1.8	Cosmopolitan	10
' l'ainan	1,0	ć n	19
Tean	19	1)	13
Eclipse	ţ.	Д, И,	99
Chinkai Maru	**	Aberdeen	. "
Chowfa	74		· 15

SHANGHAI DOCK.

30th October, ...... International Dock Ella ......International 

Ships Passed The Canal. 28th September-Caledonien, Idomenen Achilles, Sunda and October-Gleniurrel Armand Behic, Binmohr, Den of Kelly, Mem. non. 6th October-C. Ford Lastis, Ershersog Frank Ferdinand, Polyphemus, Prometheus, Torkin, Hakata Maru, Kamakura Maru, 9th October-Formosa, Sachsen, Myrmidon, 12th October-Alcinous, Hyson, Java, Polynesian, 3rd Nov.,-Haiphong and Hoihow 20th Sileria (Ger.), Rhenania. 16th October - Benlomond, Benvorlich, Diomed, Pethawur, Sax. Moorhen

onia, Albenga, Binledi, Cardiganshire. 20th Oct ber- Andalusia, Ernest Simons, Prins Helnrich, Oceanu, Sado Maru, Atholi, Iyo Maru. 23rd October-Glenroy, Prometheus. gomeryshire, Siberien. 30th October-Helene Richmers, Peleus, Oceana, Socotra, Prins -Saigon zand Oct, Rice and Gen.-Man November-Gneittnau, Polynitien, Bingo Maru, Kanagawa Maru,

Arrivals at Home-25th September-Bangkok 21st Oc., Rice.-Asgand, Ambrio, Nordkap. 28th September-China, 1st October-Nubla. 2nd October-Wakasa Nov.,-Sydney via Ports 11th Cct., Gen. - 6th October-Yunnan, Caledonian, Patroclus. 12th October-Achilles, Hahala Maru. 15th October-Sunda, 16th October-Glenturrel. führ, and Nov., -Bangkok 26th Oct., Gen. Spiele, Sachsen, 20th October-Polynesien, Schuylkill. 23rd October-Minnon, Poly. ohimus. 26th October-Diomed, Indragura, Sado Maru, 29th October-Java, 30th October-Benvorlich, Jereric, Sileria, (Gor.) 3rd

November-Print Heinrich, Saronia

#### Post Otlice.

Adams, P. R.

atchelder, R. N.

Beattie, R. B.

Birbeck, R. J.

Bisney, Miss

Breckwoldt, H.

lirighton, F. G.

Campbell, L., F.

Chapman, B. F.

Chapple, F. T.

Chatham, Miss

hristie, J. D.

Clark, M. O.

and Mrs.

Collins, W. F

Connor, J L.

Crook, A. H.

Unvics, F. O.

Cruickshank, A.

Declinic, F. H.

Palton, R.N., Capt,

Donald, Mr. and Mrs.

Downing, Mr and Vrs.

T. C. and infant

Dunlop, G. A.

Kinstmann, W.

airchild, H. J.

Einslohr, C.

Fischer, R.

Flinn, A. R.

Frost, B. I.,

Fisher, H. G.

Fletcher, H. L.

Franklin, C. B.

Füller<sub>er</sub> Stuart

sul General)

Fuller, Denman

Mrs. C. P.

Jibsan, A.,

Grant, A. W.

(American Vice Con-

Griffith, D. P. and

marker, B. Brothenon

Chinese servant

Hewell, Hon E, A,

Hewett, Mrs.F. A.

Hoffmann, W.

'orne, R.

Binder, F.

Gilbert, G.

Holst, Ch.

Klatt, H.

Morris, J. P.

Carter, Mr. and Mrs.

Chapman, H. K. V.C.

Chatham, Hon. & Mrs.

Chichester, D. A. A. G.,

Chichester, Mrs. A. A.

Bird, H. W.

Blood, G.,

Brocg, G.

Carter, A.

Beermann, Dr.

Battiscombe, H. G.

Bisney, Mr. & Mrs. S.

Bailey, W. S.

Baker, A. S.

Howes, A. B.

Joki, J. P. F.

Joughin, J. C.

Laidlaw, G. M.

Lindberg, Capt.

Malizan, Baroness

Marriott, Dr. O.

McLeod, Miss M.

McMaster, H. B.

McRas, D. G.

Packer, B. L.

Parker, T. 1.

Philpot, L. D.

l'owell, W. A.

Pritchard, H,

Reiche, G.

Reid, H. I.

Reime s. S.

Rowoldt, S. B.

♪'. H.

. Schween, R.

Sharples, H. J.

E. Bruce

Smith, B. D.

Spittles, J. S.

Stephens, H.

Thornam, A.

Toledano, Th.

Uffel, W. Von.

Topliss, H. J.

J. Y. V.

Vernon, Miss

Wilson, H. R.

Wishart, J. B.

Wood, G. G.

Skinn, A.

Pcake, W.

Moore, S.

Logan, W.

Love, F. H.

Mrs. J.

Hunter, R.

Krill, T.

Kunze, P.

Batchelder, Mr. & Mrs. Innes, Capt. R.

Biervliet, A. Van (Vice- Lang, Miss K.

Bovill, Mr. and Mrs. O. McGregor, Mrs. J. S.

Consul for Belguim) Lehrs, P.

Humphreys, H. S.

A Mail will close for :-Quong-chow-wan, Hoihow, Pakhoi Haiphong-Per Hue, 7th Nov., 9 A.M. Europe, &c., India; via Tuticorin-Per Prinzess Alice, 7th Nov., 11 A.M. Macao-Per Honam, 7th Nov., 1.15 P.M.

Swatow and Shanghai-Per Tingsane, 7th

Shanghai-Per Kinklang, 7th Nov., 3 P.M. Singapore and Rangoon-Per Teutonia, 7th Shanghai, Kobe and Yokohama --- Per Rhenania, 7th Nov., 3 7.11. Quang chow wan and Chickhom - Per

Jacob Diedericksen, 7th 'ov., 5 P.M. Swatowand Bangkok-Per Kanju Maru, 8th Nov., 9 A.M. . . Macao-Per Honam, 8th Nov., 1.15 P.M. Shanghai-Per Hangang, oth Nov., 3 P.M. Manila-Per Zafiro, 1cth Nov., 11 A.M.

Samarang and 'ournbaya-Per Hopsang,

Tientsin-Per Kwelchow, 10th Nov., 3 P.M. watow, Amoy and Tamsui-Per Masan Maru, 10th Nov., 5 P.M. Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaids and Perth-Per Talynam,

12th Nov., 3 P.M. Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbertshohe, Merapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth - Per Willehad, 13th Nov.,

Singapore, Penang and Bombay-Per Ischia, 13th Nov. 10 A.M. Europe, &c., India, via Tuticorin-Per Australian, 13th Nov., II A.M. Moji, Kobe, Yokohama, Victória, B.C. and Seattle, Wash .- Per Kaga Maru, 13th Nov.,

Swatow, Amoy and Anning-Per Fukusha Maru, 13th Nov., 5 P.M. Kobe-Per Tsman, 14th Nov., 3 PiM. Manila-Per Rubi, 17th Nov., 10 A.M.

Europe, &c., India, ma 1 i and 1. Delta, 17th Nov., 11 A H Shanghal, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per Nippon Maru, 20th Nov., It A.M. Shanghai, Nagasak, Kobe, Yekihami, Victoria and Vancouver, B.C.-Per Empress

Moji, Kobe, Yokohama, Victoria B.C., and Tacoma, Wash .- Per Tremont, 27th Nov 10 A.M. Europe, &c., India via Tuticorin-Per Tonkin, 27th Oct, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—I'er Athenian, /8th Nov., 11 A.M. Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per Minnesofa, 29th Nov., ' I 'A.**H**.

Friday next, the 9th instant having been declared a public holiday, the Post Office will be open for one hour only he from 8 to

There will be one deliveryland a collection from the Pillar Boxes as on Sundays. ... The Money Order Office will be entirely

CLOSING OF CHRISTMAS AND NEW YEAR PARCEL PAI TO THE UNITED KINGDOM. Parcels for the United Kingdom via Gibraltar posted up to 5 p.m on Friday, the 2nd of November are due in London on the 8th of December, and those posted on the 16th of November are due in London on the 2 nd of December, 1906.

With an additional fee of 60 cents, parcels may be sent via Brindisi and if posted before 5 p.m., on the 16th November, would accompany the letter mail, which is due in London on the 15th of December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the toth of November, as the subsequent parcel mail of the 1st of December via Gibraltar is scheduled to arrive in London on the 5th January, 1907. The rates of postage on ordinary parcels to

United Kingdom are as follows: -For a parcel not ex'ding 3 lbs in weight 60 cts. All parcels containing Jewellery or any article of Gold or Silver must be insured. This includes Silver or Gold mounted Walking

Sticks or Umbrellas; all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

VISITORS AT THE HOLLAS, CRAIGIEBURN,

Adams, M, and Mrs. F. Smith, Mr. and Mrs. Barnett, H. J. O. Smith, Percy Falloon, C. H. Gaskell, Mr. and Mrs. Webb, Mr. and Mrs. lameson, P. B. Montague Smith, E. Giant Young, J. A.

Keisall; R.A., Majorandi Chefoo..... Austin, F. Bosch, Mr. and Mrs. Kent, R.A., Col. & Mrs. Lay, Mr. and Mrs. Chalmers, J. 11. Leask, Mr. Clothier, Mr. and Mrs. Macfarlane, Dr. & Mrs Martin, O. B, H, Cobden, A. S. Martin, R. Darling, Col. Mitchell, R. Moon, Mr. and Mrs. Ellis, Mr. and Mrs. Muhle, E. Painter, Major & Mrs. Gale; Capt. J. R Porter, W. Gelsthrope, Mr. Greenhill, Mr. Gregory, A. Roger, C. Harris, Mr. and Mrs. Sawer, Mrs. W. E. Hartel, E. Sinclair, A. Hazeland, F. A. Smith, A. Findlay Hockaday, W. T. effries, H. U. Mrs. Thompson, Miss (chaston, L. A. M. Joseph, Mr. and Mrs. White, Dr. and Mrs. Wilder, A. P. Joiling, Lt.-Col, Williamson, Mrs.

Reid, R.A.M.C., Lt.-Col. Seymour, Col. & Mrs. Thompson, Capt. and

Adamsen, H. A. Munro, Miss A. Regairaz, Gaston Durieux, G. Robertson, Mrs. C. Robertson, Miss Kathi Hatje, Capt. R. Robertson, Master G. Houzelle, L. A. Rohden, Mr. and Mrs. A and 2 children

Willhelm, H.

KING EDWARD. Almond, Capt, & Mrs. Nessler, A. O. Kussell Nicholson, D. M. Barnes, W. F. Paine, A. R. Booth, H. Peacock, Miss Annie Brownlow, E. O. Pennslather, Capt. and Clark, Mr. and Mrs R. Mrs. G. H. Schies, Mr. and Mrs. Colahan, H. J. Colville, Lieut, & Mrs. Silverstone, Mr. & Mgs. H.D. Cumming, A. Silventone, A. H. Cunningham, Mr. and Silverstone, M. L. Smith, Mr. and Mrs. N. Mrs. A. Delaney, L. T. and family Donaldson, J. W. Square, Miss N. Blanuw, Dr. and Mrs. Marquardt, Mr. and Froberg, Capt, & Mrs. Stetten, O. H. Story, G. F. Hochman, R. L. Suggett, Mr. and Mrs. Hurley, Fred. C. Jack, Mrs. C. M. Vlaveanos, Capt. G. Jackson, Mrs. & child Williams, G. Legeune, Vice-Consul Wright, Dr. and Mts. G. H. Bateson

Moore, Dr. and Mrs. Newborn, Mr. & Mrs. CHINA COAST METROROLOGICAL REGISTER. " November 5th, 1906, sim. , Newington, A. G. Nicholls, E. A. Bar. Th. Hu. Wind Wr. Nunan, Dr. W., Vladivostock. 7 a.m. a.m. 29.82 ---Nemuro Hakodate |19 97| —| NW Perkins, Mr. and Mrs. 10.06 ---SW D.S.O., Major A. A. Pfordten, A. R. Von Nagataki .... 10.23 Kagoshima ... |30.39|---| Oshima ...... 130.04 ---Naha ...... 29.97 - HE 6 -Clarke, Mr. and Mrs. Preshaw, C. M. lshigakijima... 29 89 -- - NE |8| -A.U1 | --- | Weihaiwei ... | a.m. Hankow ..... o a.m. -Kiukiang..... 30.48 53 80 NE Roach, Mrs. J. S. and Shanghai.... 9 8.m 30.42 58 53 NNE 3 0 Gutzuff ..... Sharp Peak ... Rutherford, Mr. & Mrs. 29.95 70 90 N Sanders, Dr. J. H. Taihoku .....|5 a.m.|30.08| --Taichu...... Searle, Rev. G. Tuinan ..... NW 6 Koshun .... Dowley, Mr. and Mrs. Shennap, H. B. Peschelores ... |29.92|--|---| ME |10|---Shepherd, Mr. & Mrs. Canton ...... o a.m. Hongkong :.. [10R,m | 30 13 70 | 51 | NNW | 1 | Victoria Peak Gap Rock ... Sommerville, Capt. A. Macao ...... 30.19 64 --Hoihow ...... 9 a.m. Stebbing, W. T. Pakhol.... Pholien ..... to a.m. Stevens, Rev. A. J. Tourane ..... Sutherland, P. D. C. St. James. Thompson, Mr. & Mrs. Aparri ........ 6 a.m. Thompson, Miss H. M. Legaspi....... 6 a.m. Bacolod ..... g a.m Iloilo... .....[ 29.83 83 - BW 2 C Cabu ..... Unbehaun, C. H. Labuan.... Vernon, Mr. and Mrs. November 6th, 1906, a.m. Vernon, Master Vladivostoci | 7 a m. Wakefield, Mrs. M. Nemuro ..... 6 a.m. 20.93 - - -Watkins, H, H. Hakodate 130.13 Tokio ......

> Oshima ...... / , 30.08 Uhigakijima. Weihaiwel .. | 9 2,m. | 30.40 | 50 | - | Hankow ..... 6 a.m. Kinkiang 10.45 50 79 NE 2 Shanghai ... 9 am |30.39 58 53 NNE 3 Gutelaff .... Sharp Peak. | 60 76 | NNE | 4 | Amoy , ... 6 a.m. 30.01 60 88 NME 4 Swatow ... " 30,04 64 95 N Taiboku 🔐 a.m.|30.11| — | -- | R | 6 | --Taichu..... Tainan .... - |- | NW |4 |-Koshun 🐝 29.86 - - NE 10 Pescadores 29.94 - - ME TO -Canton.... a.m. 30.22j 62 61 | nnw 2 Hongkong 10a.m. 30.13 69 56 N 2 C Victoria Te Gap Rock Macao ..... 30.20 63 -Hoihow ... 9 s.m. Pakhoi..... Phulien toa m. Tourane ... C. St. Tarner Manila.... on.m 29.84 82 77 WWW 2 Legaspi -- - SW I |29 85 | 83 | — |

30.27

Nagasaki .....

Kagoshima ...

Cebu ..... 29.87 86 -Labuan ..... 29 91 79 -B erozue (21 ..... 30,13 ) Temperature ..... 70 Bumidity ..... Raintait..... HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAMP. Class, 🤧 GUNE, I.H.P. CAPTAIN. LAST REPORTED AS despatch-vessel... ... Alacrity Commander R. La T. Leatham ... 3,000 Hongkong Astraea cruiser, and class 7,000 Captain C. L. Vaughan-Lee ... Weihaiwei Bramble ... ... river gunboat ... ... Lieut.-Commander E. G. W. Davidson. 710 Yangtsza Britomart ... ... river gunboat ... irr Lieut-Commander W. L. Bamber Yangtuze Cadmus "; ". 100p ... ... ... Commander B. L. Majendia ... ... 1,400 Shanghai Cherub water tank and tug ... Hentkon Clio ... Commander C. D. S. Raikes 1,400 Hongkong Diadem cruiser, Ist Class 11,000 16 Captain H. W. Savory, M.V.O. 16,500 Hebgkong Fame ... ... ... torpedo boat destroyer Lieut.-Commander Hughes ... ... 300 5,700 Hongkong Flora ... cruiser, and class Captain H. Grant-Dalton ... ... IQ 7,000 Hongkong Handy torpedo boni destróyer Lieut,-Commander H. B. Cox 375 4,000 Hongkong Lieut. Commander R. Henniker-Heaton tomedo beat destroyer. Hongkopg torpedo boat descoyer ... Lieut.-Commander W. H. Daiwall. Hongkong Captain S. V. Y. de Horsey ... ... craiser, ist chas 22,000 Hongkong Captain C. F. Thursby .... cruiser, set class Hoogkong Lieut.-Commander Percy Crabiree. river gunhoat ... Yangtera Captain J. A. Tuke ... Monmouth... ... cruiser, 1st class Hongkong Lieut.-Commander Robert E. Vaughan, river gunbout West River torpedo boat destroyer ... Lieut.-Commander J. Kiddla Hongkong 6,300 river gunboat ... ... Lieut.-Commander C. C. Walcott ... West River. tiver gunboat ... ... Lieut.-Commander H. T. Atlay ... 2. West River river gunboat ... ... Lieut.-Commander J. T. S. Lyne ... Yangtare Boatso, T. O. Strath toipedo Loat destroyer ... 6,500 Hongkong Commodore H, P, Williams ... ... receiving ship ... ... Hongkong elver gunboat ... ... Lieut.-Commander E. Secretan ... Yangtssa river gunboat ... ... Lieut.-Commander R. M. R. West Yangtago Lieut. Commander Stevenson ... torpedo bont destroyer 📆 6,300 Hongkong surveying ship ... ... Commander R. W. Glennie ... Waterwitch Hongkong Whiting ,........ torpedo boat destroyer ... Lieut. Commander C. E. L. Thomas .. Hongkong Widgeon ... ... river gunboat ... ... Lieut. Commander G. B. Spicer-Simson 800 Yaugtare Woodcock,,, ... .. river gunboat .... Lieut. Commander G. J. Todd ... 150 Yangtere Lieut.-Commander Juo, F. Knox ... Woodlark ... ... .. river gunbast ... 150.

## Mails.

### MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, " CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES,

LONDON, HAVRE, BORDEAUX, MEDITER RANKAN AND BLACK SEA PORTS.

The B.S. "AUSTRALIEN," Captain Lemonnier, will be despatched for MAR-SEILLES on TUESDAY, the 13th November,

This Steamer connects at Colombo with the Australian lines.s. Sydney bound for Marseilles via Bombay and Aden. Passage tickets and through Bills of Lading

issued for above ports. Cargo also booked for principal places in

Next sailings will be as follows :---S.S. TONKIN ......27th November. S.S. ERNEST SIMONS ... 11th December. S.S. POLYNESIEN .....25th December. S.S. CALEDONIEN ...... 8th January. S.S. SALAZIE......22nd January. G. DE CHAMPEAUX,

Agent. Hongkong, 31st October, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITER-RANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERI-CAN and SOUTH AFRICAN PORTS.)

THE Steamble

" DELTA," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Moollan, 9,629 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Caigo for France

and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marsellles and London, other Cargo for London, &c., will be calveyed from Bombay by the R.M.S. Macedonta due in London on the 29th December. Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and Materials can be supplied, if required. Value of all Packages are required. For further Particulars, apply to 1 E. A. HEWETT,

Superintendent. Hangkong, 3rd November, 1906. -

BOSTON STEAMSHIP COMPANY BOSTON TOW-BOAT COMPANY Connecting at Tacoma with

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC RAILWAY COMPANY.

Proposed Sailings from Hongkong fo VIOTORIA, II.C., AND TACOMA,

MOJI, KOBE AND YOKOHAMA.

Captain, Tons. Steamer. Tremont ..... 9,606 T. W. Garlick., 27th No. 3,753 F.G. Purington 20th Dec 4,417 G. V. Williams 29th Dec 9,606 E. V. Roberts 23rd Jan. 3,753 J. Alwen...... 30th Jan. \* Cargo, only.

CHEAP FARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremor are fitted with very superior accommodation for first and second class passengers. The large size of these vessels, ensures stendines at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo [11 | carried in cold storage.

> For further Information, apply to DODWELL & CO., LIMITEI

Hongkong, 5th November, 1906.

General Agents. Queen's Buildings,

RECULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast). PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. 5.5. "GHAZEE"......24th November FOR NEW YORK.

S.S. "ST. PATRICK" ...... 5th December For Freight and further Information, appl DODWELL & Co., LIMITED,

Agenta Hongkong, 5th November, 1006 161

AN APPEAL.

THE SUPERIORESS of the ITALIA CONVENT, CAINE ROAD, begs more respectfully to APPEAL to the Residents Hongkong and the Coast Ports, for their kin patronage and support, and desires to state the she will be pleased to receive orders for all kind O NEEDLE WORK.

Gentiemen's Shins made to order, and Cuff and Collars renewed on old ones. Ladies and Children's Under-clothing, Cni dren's Dresses, and all kinds of Embroider

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be mad into Books for the Children of the Poor School who are taught by the Sisters. Hongkong, 22nd April, 1892.

## SHARE QUOTATIONS.

γ.	STOCKS.	NO. OF	VALUE.	PAID UP.	POSITION AS PERVE.	AT WORKING	LAST DIVIDEND.	APROXIMATE RETURN AT PRESENT QUOTATION.	CLOSINO QUOTATIONS.
٧.	Banks.	SHAKES.			( £,1,000,000)	ACCOUNT,		WARRED ON LAST	
	Hongkong & Shanghai Banking Corporation	80,000	-\$125-	\$125	\$10,250,000 }	\$1,712,472	{L1.15/- @ Ex. 2/1}=\$16.47 for first half-} year 1906	5	\$8174 London £95
	National Bank of China, Limited	00,025	£7	, £6	£12,735}	\$74,099	\$2 (London 3/6) for 1903		\$47 buyers
)R	MARINE INSURANCES.  Zanton Insurance Office, Limited	10,000	\$250	<b>\$</b> 50.	{ \$1,675,100} \$2,00.0}	\$233 638	\$20 for 1905	6)	\$300
· A.					{ Lino o }	" Tls. 185,529"	{Final of 7/6 making 15 for year ended}		6 6
-	North Chipa Insurance Company, Limited	10,000	Lis	£5	Tis. 50,000		30.4.1906	6 %	Tis. 85 sellers
v.   c.	Union Insurance Species of Canton, Limited	10,000	\$250	\$100	£40,000 ( \$3,31,111 )	12,792,271	Interim div. of 130 for 1905	41 %	\$775 sellers
C.					\$1.153,8141 \$569,279 \$800,000			1	
'   _	Yangtaze Insurance Association, Limited	8,000	\$100	560	\$15,527 \$15,527 \$1,000,000	\$508,334	\$12 and \$3 special decidend for 1904	83 X	\$170 sellers
۱,	China Fire Insurance Company, Limited	20,000	\$roo	\$20	\$220,458	\$314,09B	\$6 for 1 04	100	\$95 buyers
	Hongkong Fire Insurance Company, Limited	8,000	f250 _	<b>5</b> 50	\$1,220,928	\$422,618 \$6,563	\$25 (or 1904	' - ' :	S3322 buyers
n e	China and Manila Steamship Company, Limited Douglas Steamship Company, Limited	10,000	\$25 \$50	\$25 \$50	\$6,000 \$264,638 \$93,562},	70,303 Nil.	121 for vent ended to 6	1 .	\$23 \$40
5 C	Hongkong, Canton & Macao Steamboat Co., Ld	የ <b>c,coo</b>	\$15	£15	\$600,000 }	15,464	trot ist half-year 1916	7± %	\$27 buyers
		(0,000	Lio	£10	144,386 } {120,000 } {280,9:8 }	/2,452 "	10/- @ ex. 2/1 9/16-\$1.69	K1 4	\$73 sellers
),	Indo-China Steam Navigation Company, Limited Shanghai Tug and Lighter Company, Limited Do. (Preference)	_	1	Tis. 50	11s. 40,000 1400,000	7 ls. 23,156	{ Interim div. of Tis. 21 } a c 1906	9 %	Tla. 56 sales Tis. 50 buyer
.	"Shell" Transport and Tracing Company, Limited	1,000,000	£1 \$10	£1 .	£4,144 }	/107,815 \$218	1/- (Coupon No. 6) for 1705	4 %	31/- buyen \$26
-	"Star." Ferry Company,   mitc.1	10,000	\$10	. 5	\$32,957) { 115, 98,000 15, 205,470			100	\$18
E	daku Tugand Lighter Constanty, I mited	20,000	Tls. 50	L1: 40	Tis. 48,000 Tis. 48,000 Tis. 81,200	· 13,913	Interim div. of Tis. 2 account 1906	.  8 % 	T. The 50 selle
	FRIERRIES. China Sugar Refining Company, Limited	20,000	1100	1100	\$850,000}	140,914	Final of \$15 making \$25 for 1905	1 0	
	l uzon Sugar Refining Company, Limited	7,000	froo	_ \$100	\$86,129 ) none	1132,588	\$3 for 1897		\$145 \$22
.	Ferak Sugar Cultivation Company, Limited	: 7,000	Tis. 50	Tis. 50	's. 100,000	Tls. 3,723	Tis, 24 for year ending 10.0.04	•	Tis. 83 sellers
	Migako. Chinese Engineering and Mining Company, Ld	000,000	£ı	Z1	£110,000}	£12,546	{Final of 1/- (No. 7) making 2/1 for year} ended 28.2.06	7 %	Tis. 93 sollers
y	aub Australian Gold Mining Company, Limited	500,000 150,000 50,000	G \$10	G. \$10 18/10 £1	14.873	G \$909,050	Final of 50 cents making G \$1 for 1905 No. 12 of 1/48 cents	7 %	G. \$14 \$01
		30,000	£.1		i i	1			
•	DOCKS, WHARVES & GODOWNS. Tenwick (Geo.) & Co., Limited	18,000	\$25	\$ 25	: <b>\$70,00</b> 0	\$8,915	\$1 for 1905	c ‡ %	\$22
,	Hongkong & Kowloon Wharfand Codown Co., Ld.,	40,000	\$50	50	\$550,000} \$65,160}	\$20,040	\$21 for a/c 1966	6 7 7 ·	<b>£</b> 90
it   d	Loopkong and Whampon Dock Company, Ld	₹ <b>₽,000</b>	\$50	\$50	\$20,000 ) \$49,500	\$392,087	\$6 for first half-year ending 30.6.06		\$152 sellers
ıt	New Amoy Dock Company, Limited	10,000 55,700	\$61	Tis. 100	588,000 104 1,000,000	\$2,221	\$1 for 1975	61 2	\$16k Tls. 204
<b>5</b> -	. Langhai and Hongkew Wharf Company, Limited	32,000		Tis. 100	T's, 487,210} Tls. 57,065} Tls. 30,000	7 ls. 5,668	Interim div. of Tls. 8 on account 1906	. 6 <del>1</del> %	Tls. 227 sell Tls. 220 buye
۱۰. ۷,	LANDS, HOTELS & BUILDINGS.				· · · ·				
al	Anglo-French Land Investment Co., Ld	10,000	Tls. 100 \$25 . \$15	T1s, 100 \$25 \$15 }	лопе \$30,000	none \$8,418	First year	ION X	Tls. 102 \$28\ buyers \$18 buyers
ic s,	Do. (new ssue)	<b>374,000</b>	\$15 \$15	\$15 } 512 }	none	54,719	7 % on \$7% for 1905	••	\$15\ buyers" \$300 buyers
5.	Hongkong Hotel Company, Limited	1 .	\$50 \$100	\$100	\$ \$648,975 } \$19,075 } \$250,000 !	167,839	Interim div. of \$3\fraccount 1906	61 %	\$112} \$105
i	Hotel des Colonies Company, Limited	9,000	Tis., 25 \$100	Tls. 25 \$100	11s. 29.783 none	Tls. 1,935 54,699	Final of 6 %-10 % for 1905 Final of \$6 making \$10	101 %	Tls: 134 buye \$80 sellers
_	Humphreys Estate & Finance Company, Limited	6,000 6,000	, \$10 \$50	\$10 \$30	\$208,386 } \$50,000 }	\$5,070 1574	80 cents for 1905		Stid huyers \$39
	hanghai Land Investment Company, Limited Do. do. (new issue)	26,000	Tis. 50	T15. 25	{ 11s, 869,491} T1s, 170,000}	11, 52,194	Tls. 3 for half-year 1906	54 %	Tis. 98 seller Tis. 57 buyer
	West Point Building Company, Limited	,12,500	\$50	<b>5</b> 50	none	\$772	Interim div. of \$2 account 1906	8 %	\$40
,	Ewo Cotton Spinning and Weaving Company, Ld Hongkong Cotton Spinning, Weaving and Dyeing	1 "	Tls. 50		Tls. 45i939	•			I _ '
,	Company, Limited	25,000	\$10 Tls. 75	\$10 Tis. 75	\$110,000 T is, 100,000	121,660 Tis. 18,718	\$1\frac{1}{2} for the year ending 31.7.05	1 '	Tis. 70 buyer
e. 50	Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8.000	Tls. 100	Tls. 100 Tls. 500	none Tis. 18,456	1 is. 30,760 Tis. 35,986	Tls. 8 for 1905	91 %	Tls. 85 buyer Tls. 325 buye
0	Miscellaneous.				- var rought	, 33,900			
75		8.604	\$100	\$100 12/6 \$10	none	\$1,066 £856 \$1,007	\$7 for 1905	·   8# %	Stor buyers \$7 sellers \$32
	Campbell, Moore & Co., Limited	f.0,000 4,000	\$10 \$12 Tls. 50	\$10 \$12 Tis. 50	19,000 none 111s, 50,000	\$1,097 Nil, Tls. 889	\$1 for 1905	161 %	532 510 Tis. 60 selien
50	China Light and Power Company, Limited	50,000	\$10	\$10 \$10 \$6	none \$8,0000	\$1,219 \$1,581 \$2,864	60 cents for year ended 28.2.06	. 81 %	\$10 \$9 <del>1</del> \$17 buyers
50   00	Green Island Gement Company, Limited	200,000	\$71 \$10	\$10	\$25,000 \$410,000 \$500,000	\$52,291	Int. div. of 75 cents for }-year ended 30.6.0	6 101 %	\$19
75	Hall & Holtz, Limited	60,000	\$20 \$10	\$20 \$10	\$186,000 wore	\$20,893	\$21 for year ending 28.2.06	. 8 <b>%</b>	\$24 sellon \$15 sa. & buy
	Hongkong High-Level Tramways Company, Ld	5,000	\$100 \$25	\$100 \$25	\$50,000 \$80,000	\$2,796 \$3,776	Int. div. of \$4 for 1 year ended 30.6.06	. 8 %	\$215 buyers \$236
00	and want and darrely trail transfer (titlibite this titlibite			210	\$61,000 \$2,500	\$5,813	Final of 50 cents making it for the year.  (Third interim div. of Tis. 7) making	161 %	\$23 sales \$6 buyers Tis. 232 buy
	Hongkong Rope Manufacturing Company, Ld Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex-}	15,000	\$10	\$10°			14	CA =	The second secon
00	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex-} ploitatie in Langkat, Limited	25,000 25,000 67,500	S10 S10	Gs, 100 \$10	Tis. 547,500 } Tis. 27,603 } none	Der P. 34,324	None (Interim dividend of Tls. 3) account)	91 A	\$5 buyers \$T's. 110 buye
00	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex-} ploitatie in Langkat, Limited	25,000 25,000 67,500 16,000 8,000 5,400	\$10 Gs, 100	Gs, 100	Tis. 547,500 } Tis. 27,603 } none Tis. 165,000 Tis. 45,000		None (Interim dividend of Tls. 3) account 1906.  Tls. 6 for 1904	64 %	Tis. 110 buye Tis. 106 selle Tis. 49 seller
00	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex-} ploitatie in Langkat, Limited	25,000 67,500 16,000 8,000 5,400	\$10 G1, 100 \$10 Tls. 50 Tls. 50 Tls. 100	Gs, 100 \$10 Tls, 50 } Tls, 50 } Tls, 50 Tls, 100	Tis. 547,500 } Tis. 27,603 } none Tis. 165,000 Tis. 45,000 Tis. 37,000 } [Tis. 8,000]	Der P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753	None {Interim dividend of Tls. 3 account} 1906 Tls. 6 for 1904 Interim div. of Tls. 5 account 1906	61 % 121 % 101 %	Tis. 110 buye Tis. 106 selle Tis. 49 seller Tis. 132 sell
oo 50	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Mantschappij tot Mijn-, Bosch- en Landbouwex-} ploitatie in Langkat, Limited Philippine Company, Limited Shanghai Gas Company, Limited (old) Do. do. (new) Shanghai Horse Bazaar Co., Ld Shanghai Pulp and Paper Company, Limited Shanghai-Sumatra Tobacco Company, Limited	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000	\$10 G1, 100 S10 Tls. 50 Tls. 50 Tls. 100	Gs, 100 \$10 Tis, 50 } Tis, 50 } Tis, 50 Tis, 20 Tis, 20	Tis. 547,500) Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 [Tis. 8,000] Tis. 24,820 Tis. 25,000]	Der P. 34,324 Tls. 11,017 Tls. 9,753 Tls. 2,753 Tls. 1,452	None {Interim dividend of Tls. 3} account} 1906 Tls. 6 for 1904 Interim div. of Tls. 5 account 1906 Interim div. of Tls. 4 on account 1906 (Interim div. of 15/- for 3-year 1906	61 % 121 % 101 %	Tis. 110 buye Tis. 106 selle Tis. 49 seller Tis. 132 seller Tis. 90 seller Tis. 350 seller
oo 50	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex-} ploitatie in Langkat, Limited	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000 8,175 7,200 6,000	\$10 G1, 100 \$10 Tls, 50 Tls, 50 Tls, 100	Gs, 100 \$10 Tis, 50 } Tis, 50 } Tis, 50 Tis, 20 Tis, 20 {20 } {15 }	Tis. 547,500 Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 iTis. 8,000 Tis. 24,820 Tis. 25,000 Tis. 190,000	Der P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753	None {Interim dividend of Tls. 3} account} 1906 Tls. 6 for 1904 Interim div. of Tls. 5 account 1906 Interim div. of Tls. 4 on account 1906	61 % 121 % 101 %	Tis. 110 buye Tis. 106 seller Tis. 49 seller Tis. 132; seller Tis. 90 seller Tis. 350 seller
oo 50	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Mantschappij tot Mijn-, Bosch- en Landbouwex-} ploitatie in Langkat, Limited	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000 8,175 7,200 6,000 20,000	\$10 G1, 100 S10 Tls. 50 Tls. 50 Tls. 100 Tls. 20 \$20 \$25 \$5 Tls. 100	Gs, 100 \$10 Tis, 50 Tis, 50 Tis, 50 Tis, 20 15, 20 15, 20 15, 20 15, 20 15, 20	Tis. 547,500 Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 [Tis. 8,000] Tis. 24,820 Tis. 25,000 Tis. 190,000  none none Tis. 15,295 Tis. 4,000	Dar P. 34,324 Tls. 11,017 Tls. 9,753 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. \$41,934 \$1,134 Tls. 1,012	Interim dividend of Tls. 31 account  1906  Tls. 6 for 1904  Interim div. of Tls. 5 account 1906  Interim div. of Tls. 4 on account 1906  [Interim div. of 15/- for 1-year 1906  Interim div. of 5/- for 1-year 1906  None  50 cents for year ended 31.5.05  Interim of Tls. 4 for year 1905/6	61 % 121 % 101 % 51 %	Tis. 110 buye Tis. 106 seller Tis. 49 seller Tis. 132 seller Tis. 350 seller Tis. 350 seller Tis. 290 sales \$22 buyers \$6
00 50	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex-} ploitatie in Langkat, Limited Philippine Company, Limited Shanghai Gas Company, Limited (old) Do. do. (new) Shanghai Horse Bazaar Co., Ld. Shanghai Pulp and Paper Company, Limited Shanghai-Sumatra Tobacco Company, Limited Shanghai Waterworks Company, Limited Steam Laundry Company, Limited Tientsin Waterworks Company, Limited United Asbestos Oriental Agency, Limited Limited Asbestos Oriental Agency, Limited (Founders)	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000 8,175 7,200 6,000 20,000 20,000 9,900 100	\$10 G1, 100 \$10 Tls. 50 Tls. 50 Tls. 100 Tls. 20 \$20 \$25 \$ 5 Tls. 100 \$10 \$10	Gs, 100  \$10  Tis, 50  Tis, 50  Tis, 50  Tis, 20  £20  £15  \$25  \$18, 100  \$4  \$10	Tis. 547,500) Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 iTis. 8,000 Tis. 24,820 Tis. 25,000 Tis. 190,000 Tis. 15,295 Tis. 4,000 \$25,000 \$300,000	Dar P. 34,324 Tls. 11,017 Tls. 9,753 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. \$41,934 \$1,134 Tls. 1,012 \$752	None	61 % 121 % 101 % 51 % 81 % 71 % 81 %	Tis. 110 buye Tis. 106 seller Tis. 49 seller Tis. 132 seller Tis. 350 seller Tis. 290 saler \$22 buyers \$6 Tis. 105 selle \$8 \$150
oo 50	Hongkong Rope Manusacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex-} ploitatie in Langkat, Limited Philippine Company, Limited Shanghai Gas Company, Limited (old) Do. do. (new) Shanghai Horse Bazaar Co., Ld. Shanghai Pulp and Paper Company, Limited Shanghai Sumatra Tobacco Company, Limited Shanghai Waterworks Company, Limited Steam Laundry Company, Limited Tientsin Waterworks Company, Limited United Asbestos Oriental Agency, Limited	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000 20,000 20,000 100 9,900 100	\$10 \$10 \$10 \$15, 50 \$15, 50 \$15, 50 \$15, 100 \$20 \$25 \$5 \$10 \$10	Gs, 100 \$10 Tis, 50 Tis, 50 Tis, 50 Tis, 20 15, 325 18, 100 547	Tis. 547,500 Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 [Tis. 8,000] Tis. 24,820 Tis. 25,000 Tis. 190,000  none none Tis. 15,295 Tis. 4,000	Dar P. 34,324 Tls. 11,017 Tls. 9,753 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. \$41,934 \$1,134 Tls. 1,012 \$752	Interim dividend of Tls. 31 account  1906  Tls. 6 for 1904  Interim div. of Tls. 5 account 1906  Interim div. of Tls. 4 on account 1906  [Interim div. of 15]- for 1-year 1906  Interim div. of 5]- for 1-year 1906  None  So cents for year ended 31.5.05  Interim of Tls. 4 for year 1905/6  [70 cents]  for year ended 31.5.1906  Final of 50 cents making \$1, for 1905  [Final of 50 cents making \$0 cts. for the)	61 % 121 % 51 % 81 % 71 %	Tis. 110 buye Tis. 106 seller Tis. 49 seller Tis. 132 seller Tis. 350 seller Tis. 290 seller \$22 buyers \$6 Tis. 105 seller \$8
oo 50	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitalie in Langkat, Limited Philippine Company, Limited Shanghai Gas Company, Limited (old) Do.  do.  (new) Shanghai Horse Bazaar Co., Ld. Shanghai Pulp and Paper Company, Limited Shanghai-Sumatra Tobacco Company, Limited Shanghai Waterworks Gompany, Limited Steam Laundry Company, Limited Tientsin Waterworks Company, Limited United Asbestos Oriental Agency, Limited Do.  (Founders') Watson, (A. S.) & Co., Limited	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000 8,175 7,200 6,000 20,000 20,000 100 90,000	\$10 \$10 \$10 \$15, 50 \$15, 50 \$15, 50 \$15, 100 \$20 \$25 \$5 \$10 \$10	Gs, 100  \$10  Tis, 50  Tis, 50  Tis, 50  Tis, 50  Tis, 20  {20  {15}  \$25  \$15}  \$10  \$10	Tis. 547,500 Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 iTis. 8,000 Tis. 24,820 Tis. 25,000 Tis. 15,295 Tis. 15,295 Tis. 4,000 \$25,000 \$25,000	Dar P. 34,324 Tls. 11,017 Tls. 9,753 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. \$41,934 \$1,134 Tls. 1,012 \$752 \$7,734	Interim dividend of Tls. 31 account 1906  Tls. 6 for 1904  Interim div. of Tls. 5 account 1906  Interim div. of Tls. 4 on account 1906  [Interim div. of 15]- for 1-year 1906  Interim div. of 5]- for 1-year 1906  None  So cents for year ended 31.5.05  Interim of Tls. 4 for year 1905/6  [70 cents]  for year ended 11.5.1906  Final of 50 cents making \$1, for 1905  Final of 30 cts. making 80 cts. for the	61 % 121 % 51 % 81 % 71 %	Tis. 110 buye Tis. 106 seller Tis. 49 seller Tis. 132 seller Tis. 350 seller Tis. 290 sales \$22 buyers \$6 Tis. 105 selle \$8 \$150 \$12\$
00 50 	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitalie in Langkat, Limited Philippine Company, Limited Shanghai Gas Company, Limited (old) Do.  do.  (new) Shanghai Horse Bazaar Co., Ld. Shanghai Pulp and Paper Company, Limited Shanghai-Sumatra Tobacco Company, Limited Shanghai Waterworks Gompany, Limited Steam Laundry Company, Limited Tientsin Waterworks Company, Limited United Asbestos Oriental Agency, Limited Do.  (Founders') Watson, (A. S.) & Co., Limited	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000 8,175 7,200 6,000 20,000 20,000 100 90,000	\$10 \$10 \$10 \$15, 50 \$15, 50 \$15, 50 \$15, 100 \$20 \$25 \$5 \$10 \$10	Gs, 100  \$10  Tis, 50  Tis, 50  Tis, 50  Tis, 50  Tis, 20  {20  {15}  \$25  \$15}  \$10  \$10	Tis. 547,500 Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 iTis. 8,000 Tis. 24,820 Tis. 25,000 Tis. 15,295 Tis. 15,295 Tis. 4,000 \$25,000 \$25,000	Dar P. 34,324 Tls. 11,017 Tls. 9,753 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. \$41,934 \$1,134 Tls. 1,012 \$752 \$7,734	Interim dividend of Tls. 31 account  1906  Tls. 6 for 1904  Interim div. of Tls. 5 account 1906  Interim div. of Tls. 4 on account 1906  [Interim div. of 15]- for 1-year 1906  Interim div. of 5]- for 1-year 1906  None  So cents for year ended 31.5.05  Interim of Tls. 4 for year 1905/6  [70 cents]  for year ended 31.5.1906  Final of 50 cents making \$1, for 1905  [Final of 50 cents making \$0 cts. for the)	61 % 121 % 51 % 81 % 71 %	Tis. 110 buye Tis. 106 seller Tis. 49 seller Tis. 132 seller Tis. 350 seller Tis. 290 seller 522 buyers 56 Tis. 105 seller \$8 \$150 \$150
oo 50	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitalie in Langkat, Limited Philippine Company, Limited Shanghai Gas Company, Limited (old) Do.  do.  (new) Shanghai Horse Bazaar Co., Ld. Shanghai Pulp and Paper Company, Limited Shanghai-Sumatra Tobacco Company, Limited Shanghai Waterworks Gompany, Limited Steam Laundry Company, Limited Tientsin Waterworks Company, Limited United Asbestos Oriental Agency, Limited Do.  (Founders') Watson, (A. S.) & Co., Limited	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000 8,175 7,200 6,000 20,000 20,000 100 90,000	\$10 \$10 \$10 \$15, 50 \$15, 50 \$15, 50 \$15, 100 \$20 \$25 \$5 \$10 \$10	Gs, 100  \$10  Tis, 50  Tis, 50  Tis, 50  Tis, 50  Tis, 20  {20  {15}  \$25  \$15}  \$10  \$10	Tis. 547,500 Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 iTis. 8,000 Tis. 24,820 Tis. 25,000 Tis. 15,295 Tis. 15,295 Tis. 4,000 \$25,000 \$25,000	Dar P. 34,324 Tls. 11,017 Tls. 9,753 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. \$41,934 \$1,134 Tls. 1,012 \$752 \$7,734	Interim dividend of Tls. 31 account  1906  Tls. 6 for 1904  Interim div. of Tls. 5 account 1906  Interim div. of Tls. 4 on account 1906  [Interim div. of 15]- for 1-year 1906  Interim div. of 5]- for 1-year 1906  None  So cents for year ended 31.5.05  Interim of Tls. 4 for year 1905/6  [70 cents]  for year ended 31.5.1906  Final of 50 cents making \$1, for 1905  [Final of 50 cents making \$0 cts. for the)	61 % 121 % 51 % 81 % 71 %	Tis. 110 buye Tis. 106 seller Tis. 49 seller Tis. 132 seller Tis. 350 seller Tis. 290 seller 522 buyers 56 Tis. 105 seller \$8 \$150 \$150
oo 50	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitalie in Langkat, Limited Philippine Company, Limited Shanghai Gas Company, Limited (old) Do.  do.  (new) Shanghai Horse Bazaar Co., Ld. Shanghai Pulp and Paper Company, Limited Shanghai-Sumatra Tobacco Company, Limited Shanghai Waterworks Gompany, Limited Steam Laundry Company, Limited Tientsin Waterworks Company, Limited United Asbestos Oriental Agency, Limited Do.  (Founders') Watson, (A. S.) & Co., Limited	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000 8,175 7,200 6,000 20,000 20,000 100 90,000	\$10 \$10 \$10 \$15, 50 \$15, 50 \$15, 50 \$15, 100 \$20 \$25 \$5 \$10 \$10	Gs, 100  \$10  Tis, 50  Tis, 50  Tis, 50  Tis, 50  Tis, 20  {20  {15}  \$25  \$15}  \$10  \$10	Tis. 547,500 Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 iTis. 8,000 Tis. 24,820 Tis. 25,000 Tis. 15,295 Tis. 15,295 Tis. 4,000 \$25,000 \$25,000	Dar P. 34,324 Tls. 11,017 Tls. 9,753 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. \$41,934 \$1,134 Tls. 1,012 \$752 \$7,734	Interim dividend of Tls. 31 account  1906  Tls. 6 for 1904  Interim div. of Tls. 5 account 1906  Interim div. of Tls. 4 on account 1906  [Interim div. of 15]- for 1-year 1906  Interim div. of 5]- for 1-year 1906  None  So cents for year ended 31.5.05  Interim of Tls. 4 for year 1905/6  [70 cents]  for year ended 31.5.1906  Final of 50 cents making \$1, for 1905  [Final of 50 cents making \$0 cts. for the)	61 % 121 % 51 % 81 % 71 % 81 % 71 %	Tis. 110 buye Tis. 106 seller Tis. 49 seller Tis. 132 seller Tis. 350 seller Tis. 290 seller 522 buyers 56 Tis. 105 seller \$8 \$150 \$150
oo 50	Hongkong Rope Manufacturing Company, Ld. Hongkong Steam Waterboat Company, Limited Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitalie in Langkat, Limited Philippine Company, Limited Shanghai Gas Company, Limited (old) Do.  do.  (new) Shanghai Horse Bazaar Co., Ld. Shanghai Pulp and Paper Company, Limited Shanghai-Sumatra Tobacco Company, Limited Shanghai Waterworks Gompany, Limited Steam Laundry Company, Limited Tientsin Waterworks Company, Limited United Asbestos Oriental Agency, Limited Do.  (Founders') Watson, (A. S.) & Co., Limited	15,000 25,000 67,500 16,000 8,000 5,400 4,500 30,000 8,175 7,200 6,000 20,000 20,000 100 90,000	\$10 \$10 \$10 \$15, 50 \$15, 50 \$15, 50 \$15, 100 \$20 \$25 \$5 \$10 \$10	Gs, 100  \$10  Tis, 50  Tis, 50  Tis, 50  Tis, 50  Tis, 20  {20  {15}  \$25  \$15}  \$10  \$10	Tis. 547,500 Tis. 27,603 none Tis. 165,000 Tis. 45,000 Tis. 37,000 iTis. 8,000 Tis. 24,820 Tis. 25,000 Tis. 15,295 Tis. 15,295 Tis. 4,000 \$25,000 \$25,000	Dar P. 34,324 Tls. 11,017 Tls. 9,753 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. \$41,934 \$1,134 Tls. 1,012 \$752 \$7,734	Interim dividend of Tls. 31 account  1906  Tls. 6 for 1904  Interim div. of Tls. 5 account 1906  Interim div. of Tls. 4 on account 1906  [Interim div. of 15]- for 1-year 1906  Interim div. of 5]- for 1-year 1906  None  So cents for year ended 31.5.05  Interim of Tls. 4 for year 1905/6  [70 cents]  for year ended 31.5.1906  Final of 50 cents making \$1, for 1905  [Final of 50 cents making \$0 cts. for the)	61 % 121 % 51 % 81 % 71 % 81 % 71 %	Tis. 110 buyers Tis. 106 seller Tis. 49 seller Tis. 132 seller Tis. 350 seller Tis. 350 seller Tis. 290 seller 522 buyers 56 Tis. 105 seller 58 \$150 \$12\$

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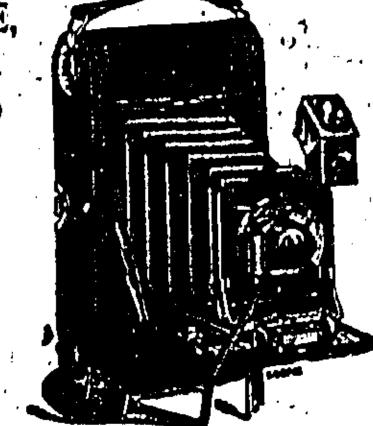
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